

LAND USE APPLICATION SUMMARY

Property Location: 2301 California St NE & 78 23rd Ave NE
Project Name: 2301 California St NE
Prepared By: Mei-Ling Smith, Senior City Planner, (612) 673-5342
Applicant: William Boulay, LSB D Minneapolis California, LLC
Project Contact: Christine Pecard, ESG Architects
Request: To construct a new, six-story mixed-use building with 164 dwelling units and approximately 13,400 square feet of production space.

Dwelling Units	164 dwelling units
Non-Residential Uses	Production: 13,400 sq. ft.

Required Applications:

Rezoning	Petition to rezone the properties at 2301 California St NE and 78 23 rd Ave NE to add the IL Industrial Living Overlay District to the existing I1 Light Industrial District
Conditional Use Permit	To allow dwelling units in the IL Industrial Living Overlay District
Conditional Use Permit	To increase the maximum height of a principal structure from 4 stories or 56 feet, whichever is greater, to 6 stories/ 78 feet, 4 inches
Site Plan Review	For a new, six-story mixed-use building with 164 dwelling units and approximately 13,400 square feet of production space

SITE DATA

Existing Zoning	I1 Light Industrial District
Lot Area	112,777 square feet / 2.59 acres
Ward(s)	3
Neighborhood(s)	Bottineau Neighborhood Association
Future Land Use	Production Mixed Use
Goods and Services Corridor	N/A
Built Form	Corridor 4

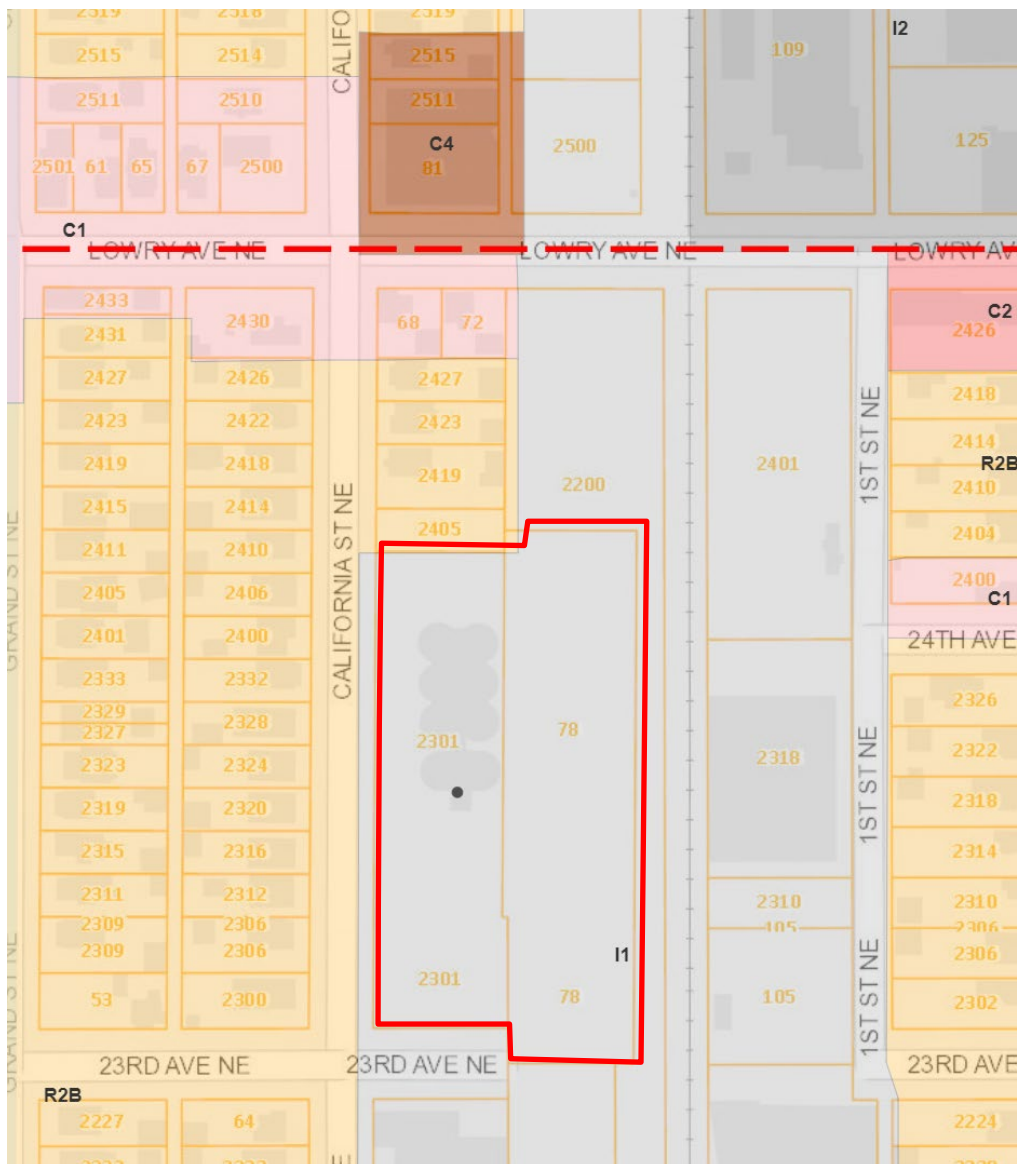
Date Application Deemed Complete	September 3, 2020	Date Extension Letter Sent	September 28, 2020
End of 60-Day Decision Period	November 2, 2020	End of 120-Day Decision Period	January 1, 2021

BACKGROUND

SITE DESCRIPTION AND PRESENT USE. The subject site is 2.57 acres in size and it has an irregular shape. It is located at the northeast corner of California Street NE and 23rd Avenue NE, approximately three blocks to the east of the Mississippi River. It is a half-block to the south of Lowry Ave NE, a Goods and Services Corridor.

The site is currently vacant. In response to a 2016 historic review letter request, CPED determined that the grain elevators and silos that were previously on the site were not historic resources (BZH-29114) and they were demolished in 2018 (PLAN6029).

SURROUNDING PROPERTIES AND NEIGHBORHOOD. BNSF railway tracks are located directly to the east of the site. The parcel directly to the north is vacant but is zoned R2B Two-Family District. The south property line is partially adjacent to 23rd Ave NE, which dead-ends at the subject site. The zoning adjacent to the south and east sides of the property is I1 Light Industrial District. There are low-density residential uses located on the opposite side of California St NE (R2B Two-Family District) and there is commercial zoning (C1 Neighborhood Commercial District and C4 General Commercial District) at the intersection of Lowry Ave NE and California St NE.



PROJECT DESCRIPTION. The proposed project is a six-story (78 feet) mixed-use building with 164 affordable dwelling units, and approximately 13,400 square feet of production space. The applicant states that the unit mix includes one, two, and three-bedroom units, and that all would be affordable. The building frontage along California Street NE includes amenity spaces, four walk-up units, and the non-residential space. The floors above the first are stepped back from a large portion of the front façade. The proposed exterior materials are brick, metal panel, fiber cement panel, burnished CMU, and rockface CMU.

The applicant is proposing a total of 182 parking spaces, of which 18 would serve the non-residential use (limited production and processing) and 164 would serve the residential use. There would be 75 surface parking spaces and 107 enclosed spaces. All parking would be accessed from 23rd Ave NE. The MetroTransit Route 11 bus route is considered high-frequency, so the residential parking requirement may be reduced by 50 percent (82 minimum). The parking spaces would be located along the east/rear side of the property, where there are existing, large overhead power lines, as well as within the building.

PUBLIC COMMENTS. Public comments have been attached to this report. Any additional correspondence received prior to the public meeting will be forwarded on to the Planning Commission for consideration.

ANALYSIS

REZONING

The Department of Community Planning and Economic Development has analyzed the application for a petition to rezone the properties at 2301 California St NE and 78 23rd Ave NE to add the IL Industrial Living Overlay District to the existing I1 Light Industrial District based on the following findings:

1. *Whether the amendment is consistent with the applicable policies of the comprehensive plan.*

The proposed zoning would be consistent with the applicable guidance and policies of Minneapolis 2040 (2020):

Future Land Use	Guidance	Staff Comment
Production Mixed Use	Production Mixed Use is a land use designation that allows both production and non-production uses, recognizing that while many buildings in these areas are no longer viable for modern production industries, they are increasingly occupied by a wide variety of uses that contribute to the economic health and diversity of the city. Residential uses are allowed as part of mixed use buildings that provide production space and must incorporate mitigation strategies to address potential conflicts between existing production uses and new residences. Adaptive re-use of older industrial property is encouraged.	Residential uses are proposed as part of this mixed-use development. As more than 50 percent of the first level gross floor area is dedicated to the production use, the development is consistent with the future land use guidance for the site.
Built Form	Guidance	Staff Comment
Corridor 4	New and remodeled buildings in the Corridor 4 district should reflect a variety of building types on both small and moderate-	The proposed building contains six stories and would exceed the applicable guidance of four

	sized lots, including on combined lots. Building heights should be 1 to 4 stories. Requests to exceed 4 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.	stories, maximum. A conditional use permit is required to increase the maximum allowed height in the I1 zoning district above 4 stories.
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The proposed zoning would be consistent with the applicable policies of *Minneapolis 2040* (2020). The proposal to include the IL Overlay District would support a mix of land uses and flexible approach in implementing the comprehensive plan. The application of the IL Overlay District in an industrial area would allow for the retention of existing industrial uses while also allowing other compatible uses on the property.

The rezoning would support the plan's goals related to affordable and accessible housing, as all 164 units are affordable at approximately 60 percent average median income (AMI), production space is provided on-site, and the property is in close proximity to commercial amenities, transit, and parks. The proposed project includes larger units to serve families less than a half-mile from a charter elementary school, approximately a half-mile to a K-12 charter school, and one mile to a public high school.

The following policies outlined in the plan apply to the proposal to add the IL Industrial Living Overlay District in this location. With the recommended conditions of approval, staff finds that the proposal is consistent with these policies and action steps:

Policy 1. Access to Housing: Increase the supply of housing and its diversity of location and types.

- f. Encourage inclusion of units that can accommodate families in new and rehabilitated multifamily housing developments.

Policy 3. Production and Processing: Expand and maintain areas for production, processing, and distribution of products, services, and ideas.

- e. Designate Production Mixed Use Areas in parts of the city that have been historically industrial, but that are not substantial opportunities for locating and growing low-impact production, processing, and distribution businesses.
- f. Allow both production and non-production land uses in Production Mixed Use Areas.

Policy 5. Visual Quality of New Development: Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements for both large and small projects.

- b. Require multiple buildings on development sites outside of the downtown core that encompass most of an entire block or block frontage to increase visual interest. On sites in the downtown core buildings that encompass an entire city block are encouraged to use massing that is responsive to the human-scale and provides pedestrian through-block connections through existing super blocks or to re-establish the street grid.
- c. Ensure that exterior building materials are durable, sustainable, create a lasting addition to the built environment, and contribute positively to the public realm and reflect existing context.
- f. Consider design approaches that encourage creative solutions for transitions between varying intensities of building types and land uses.
- g. Apply design standards, guidance, and regulation consistently across the city regardless of market conditions or rent structure of development.
- k. Encourage roof lines and upper levels of tall buildings to be articulated with a distinguishable design.
- l. Require the podiums of tall buildings to reflect the human scale, with design elements and active uses on the ground level.

Policy 6. Pedestrian-Oriented Building and Site Design: Regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use.

- a. Orient buildings and building entrances to the street. Encourage multiple entrances to multi-family residential buildings. The number of entrances in non-residential uses should increase in proportion to the length of the building and be located along main corridors or at the street corner.
- b. Encourage multiple storefront bays with direct connections to the sidewalk where active or commercial ground floor uses are required.
- c. Require windows and window treatments on buildings that allow clear views into and out of the building.
- d. Ensure that buildings incorporate design elements that eliminate long stretches of blank, inactive exterior walls through provision of windows, multiple entrance doors, green walls, and architectural details.
- i. Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, curb extensions, street trees, street lighting, landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.
- k. Implement and expand regulations and incentives that promote bicycling, such as the provision of secured storage for bikes near building entrances, storage lockers, and changing and shower facilities.
- o. Require above-grade parking structures to be designed with active uses along the street walls and with sufficient clearance and floor grades on all levels to allow adaptive reuse in the future.
- q. Encourage the design of parking areas in ways that minimize their contribution to the urban heat island.
- y. Encourage building designs that reflect the unique site and context where they lie within the city.

Policy 8. Public Safety Through Environmental Design: Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm, including open spaces and parks, on publicly-owned and private land.

- a. Integrate “eyes on the street” concepts into building design through the use of windows to foster safer and more successful areas throughout the city.
- b. Orient new development to the street, or other public ways, to foster safe neighborhoods.
- c. Design the site, lighting, landscaping, and buildings to promote natural observation and maximize the opportunities for people to observe adjacent spaces and public sidewalks.
- d. Provide on-site, non-glare producing lighting at all building entrances and along walkways that maintains a minimum acceptable level of security while not creating excessive lighting of the site.
- e. Locate landscaping, sidewalks, lighting, fencing, and building features to clearly guide pedestrian movement on or through the site and to provide clear delineation between public and private spaces.
- f. Use innovative building designs, window locations, lighting, and landscaping to limit or eliminate the opportunity for vandalism.
- g. Locate entrances, exits, signs, fencing, landscaping, and lighting to distinguish between public and private areas, control access, and to guide people coming to and going from the site.

Policy 9. Open Spaces in New Development: Create new open spaces and plazas in conjunction with new development.

- a. Encourage the creation of equitable publicly-accessible open spaces and plazas that connect to other public or semi-public spaces through incentives and requirements.
- d. Encourage design of open spaces and plazas that are interconnected across developments, facilitate public access to, movement along, and views of public amenities such as parks, trails, and historic and natural features.

Policy 13. Landscaping: Require landscaping in conjunction with new development that complements its surroundings and enhances the built environment.

- f. Encourage and identify opportunities to integrate green roofs, living walls, and porous pavement into development, acknowledging that these practices are not meant to be a substitute for ground-level landscaping of sites as landscaping provides both a natural amenity and aesthetic beauty to the urban landscape.
- g. Encourage boulevard landscaping and improvements, in accordance with applicable City polices and regulations.
- h. Increase use of green infrastructure to enhance the attractiveness of the public realm and positively impact storm water management.

Policy 38. Affordable Housing near Transit and Job Centers: Create more affordable housing near transit and job centers.

- d. Promote a diversity of housing options throughout the city, especially in places near job employment opportunities, commercial goods and services, and educational institutions.
- e. Support education and housing stability by encouraging the development of larger, family-supportive housing units (with at least two bedrooms) in close proximity to Minneapolis Public Schools and along Minneapolis Walking Routes for Youth.

2. *Whether the amendment is in the public interest and is not solely for the interest of a single property owner.*

The proposal to add the IL Overlay District would allow more flexibility in uses while maintaining the underlying industrial zoning district uses. As this area is outside the Industrial Employment District, the rezoning would allow the primary use of the property to include residential uses in addition to the existing allowed industrial uses. Adding the IL Overlay District to allow additional uses on the subject site would support the potential for reinvestment in the neighborhood. The zoning amendment is in the public interest and not solely in the interest of the property owner.

3. *Whether the existing uses of property and the zoning classification of property within the general area of the property in question are compatible with the proposed zoning classification, where the amendment is to change the zoning classification of particular property.*

The proposed development would replace a lot that is currently vacant. The site is near a range of non-industrial land uses. The parcel directly to the north is vacant but is zoned R2B Two-Family District. There are low-density residential uses located on the opposite side of California St NE (R2B Two-Family District). The site is located a half-block to the south of Lowry Ave NE, which is a Goods and Services Corridor that contains commercial zoning and uses in the C1 Neighborhood Commercial District and C4 General Commercial District. The proposed zoning would be compatible with the zoning classifications and existing or allowed uses of other property in the area.

4. *Whether there are reasonable uses of the property in question permitted under the existing zoning classification, where the amendment is to change the zoning classification of particular property.*

While reasonable uses exist under the current zoning classification, the proposed rezoning would broaden these options. The allowable uses in the IL Overlay District would include dwelling units (as proposed), grade schools, general retail, gyms, grocery stores, and banks, which would transition this parcel out of strictly industrial uses into a mix of uses.

5. *Whether there has been a change in the character or trend of development in the general area of the property in question, which has taken place since such property was placed in its present zoning classification, where the amendment is to change the zoning classification of particular property.*

The subject site was zoned M2-2 Limited Manufacturing District from approximately 1963 to 1999, which is similar to today's zoning classification of I2 Medium Industrial District. The property previously contained grain elevator (built in 1926) and tanks (built in 1955), which were demolished in 2018. The immediate vicinity of the property has not changed significantly since the property was rezoned to I1. The underlying zoning for the parcel would not change as a result of the rezoning and the additional uses would increase the compatibility of the subject site with the general area in which it is located. The opportunity to transition this area of the city to non-industrial uses is supported by the policy guidance in the applicable comprehensive plan goals and policies.

CONDITIONAL USE PERMIT – DWELLING UNITS

The Department of Community Planning and Economic Development has analyzed the application to allow dwelling units in the IL Industrial Living Overlay District based on the following findings:

1. *The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.*

Construction of a multiple-family dwelling with 164 dwelling units on the site would not prove detrimental to public health, safety, comfort or general welfare provided the development complies with all applicable building codes and life safety ordinances as well as Public Works Department standards.

2. *The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.*

The residential use would not be injurious to the use and enjoyment of other property in the vicinity. Provided that the residents of the development understand that they are living in an industrial area that involves truck traffic and other reasonable industrial activity, surrounding uses should continue to operate (and may continue to operate in a legal fashion) without incident. Existing and future development of uses allowed in the industrial districts or IL Overlay District should not be negatively affected by the use. Staff recommends a condition of approval that requires the applicant to demonstrate how they will incorporate mitigation strategies to address potential conflicts between the residential and production uses, both on-site and off-site.

3. *Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.*

Adequate utilities, access roads and drainage facilities are provided. Vehicle access to the surface parking, loading zones, and enclosed parking areas would be from 23rd Ave NE, which is adjacent to the south side of the property. The Public Works Department has reviewed the project for appropriate drainage and stormwater management as well as to ensure the safety of the position and design of improvements in or over the public right of way.

4. *Adequate measures have been or will be taken to minimize traffic congestion in the public streets.*

The project includes 182 off-street parking spaces: 164 for the residential use and 18 for the non-residential uses. To help encourage alternative modes of transportation, the applicant is proposing to provide 96 bicycle parking spaces, 93 for the residents and 3 for the production space. Staff recommends a condition of approval that no fewer than one long-term bicycle parking space per one unit (164) and no fewer than eight (8) short-term bicycle spaces serving the non-residential uses shall be incorporated into the final plans to help minimize traffic congestion in the public streets. The proposed site plan also includes a link to the future Bottineau bikeway in the northeast corner of the site.

The applicant has submitted a Travel Demand Management Plan, which indicates that the project would not result in adverse traffic impacts. The applicant will be required to continue to work with the Department of Public Works to ensure that the final plans comply with all City infrastructure and traffic requirements

5. *The conditional use is consistent with the applicable policies of the comprehensive plan.*

The policies and action steps from Minneapolis 2040 (2020) listed in finding #1 of the rezoning application also apply to this conditional use permit application.

6. *The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.*

If the requested land use applications are approved, the proposal will comply with all provisions of the I1 and IL districts.

CONDITIONAL USE PERMIT - HEIGHT

The Department of Community Planning and Economic Development has analyzed the application to increase the maximum height of a principal structure from 4 stories or 56 feet, whichever is greater, to 6 stories/ 78 feet, 4 inches based on the following findings:

1. *The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.*

The maximum allowed height of a building in the I1 district is 4 stories or 56 feet, whichever is less. Height, in general, has no impact on public health or safety. The establishment of a six-story building that is 22 feet, 4 inches above the permitted height in the I1 district, should not prove detrimental to the public health, safety, comfort or general welfare, provided the development complies with all applicable building codes, life safety ordinances, and Public Works Department standards.

2. *The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.*

CPED finds that increasing the height of the building would not be injurious to the use and enjoyment of other property in the vicinity and would not impede the normal or orderly development and improvement of surrounding property for uses permitted in the district. The properties to the east and south are industrial uses and the property directly to the north is residentially zoned, but vacant. There are low-density residential uses to the west, on the opposite side of California St NE. The development will include residential uses as well as production space on the ground floor, with all accessory parking to the rear of the site. The building has been designed with architectural and landscaping features that will bring pedestrian-scale activity to the site, and will improve upon existing conditions on the site and in the public realm. The additional height will not impede the normal and orderly development of surrounding property for uses permitted in the district.

3. *Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.*

Increasing the height of the proposed building will not have an impact on utilities, access roads, or drainage. The applicant has prepared a comprehensive utility and drainage plan for the subject site.

4. *Adequate measures have been or will be taken to minimize traffic congestion in the public streets.*

The applicant's proposal includes a single curb cut from 23rd Ave NE. The applicant is planning to remove the existing curb cut in the middle of the site off of California St NE. As described in the analysis for the conditional use permit to allow dwelling units, staff recommends a condition of approval that no fewer than one long-term bicycle parking space per one unit (164 with the current proposal) shall be incorporated into the final plans to help minimize traffic congestion in the public streets.

5. *The conditional use is consistent with the applicable policies of the comprehensive plan.*

The site is located in the Corridor 4 built form category, which calls for building heights between one and four stories. Requests to exceed 4 stories are evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals. Staff finds that the additional height is needed to advance specific comprehensive plan goals from *Minneapolis 2040 (2020)*. In particular, the additional two stories beyond what is called for in the Corridor 4 built form category is needed to achieve the plan's goals related to affordable and accessible housing, as all 164 units are affordable at approximately 60 percent average median income (AMI), production space is provided on-site, and the property is in close proximity to commercial amenities, transit, and parks. The proposed project includes larger units to serve families less than a half-mile from a charter elementary school, approximately a half-mile to a K-12 charter school, and one mile to a public high school.

Goal 3. Affordable and accessible housing: In 2040, all Minneapolis residents will be able to afford and access quality housing throughout the city.

Goal 6. High-quality physical environment: In 2040, Minneapolis will enjoy a high-quality and distinctive physical environment in all parts of the city.

Goal 9. Complete neighborhoods: In 2040, all Minneapolis residents will have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit.

Policy 1. Access to Housing: Increase the supply of housing and its diversity of location and types.

- f. Encourage inclusion of units that can accommodate families in new and rehabilitated multifamily housing developments.

Policy 38. Affordable Housing near Transit and Job Centers: Create more affordable housing near transit and job centers.

- d. Promote a diversity of housing options throughout the city, especially in places near job employment opportunities, commercial goods and services, and educational institutions.
- e. Support education and housing stability by encouraging the development of larger, family-supportive housing units (with at least two bedrooms) in close proximity to Minneapolis Public Schools and along Minneapolis Walking Routes for Youth.

The policies and action steps from *Minneapolis 2040 (2020)* listed in finding #1 of the rezoning and finding #5 of the conditional use permit application to allow dwelling units also apply to this conditional use permit application.

6. *The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.*

If the requested land use applications are approved, the proposal will comply with all provisions of the I1 and IL districts.

Additional Standards to Increase Maximum Height

In addition to the conditional use permit standards, the Planning Commission shall consider, but not be limited to, the following factors when determining the maximum height of principal structures in commercial districts:

1. *Access to light and air of surrounding properties.*

The development addresses light and air of surrounding properties by varying the height, massing, and building setbacks of the structure on the site. There is public right-of-way separating the site from the residential uses to the west and the industrial use to the south. The east side of the parcel is adjacent to large electrical and maintenance easements. The building complies with the minimum yard requirement along the north, and a vacant parcel separates the site from the nearest single-family home to the north. The applicant has designed the building so that the upper floors step back from the ground floor and away from the residential uses to the west. Increasing the height of the proposed development should not impede access to the light and air that the surrounding properties receive.

2. *Shadowing of residential properties, significant public spaces, or existing solar energy systems.*

The applicant has submitted a shadowing study that demonstrates the proposed development's impacts on nearby properties during the winter solstice, summer solstice, and spring equinox at different times of day. The shadowing study submitted by the applicant suggests that there would be shadowing impacts on the residential uses to the west during the morning hours of the summer equinox and winter solstice. The direction and intensity of the shadowing varies throughout the day and there would be very few shadowing impacts at other times of day or in other seasons throughout the year.

The nearest known solar energy system is located 865 feet to the southwest of the site. The proposed 78-foot-tall building would not have an affect on the functionality of this system given its location and height.

3. *The scale and character of surrounding uses.*

The surrounding area does not have a consistent scale or character, as it contains a mix of residential, commercial, and industrial uses. The east side of the block, on which the subject site is located, neighbors other industrial properties, while the properties on the west side of the block are primarily residential. The grain elevators and storage tanks that were on this site until their demolition in 2018 were 92 feet tall. There is a seven-story/98-foot-tall industrial building (California Arts Building) located directly to the south of the site. The six-story building would not be out of character with of surrounding uses. The development would bring substantial pedestrian-scale and public realm improvements to this block.

4. *Preservation of views of landmark buildings, significant open spaces or water bodies.*

The proposed development will not block views of landmark buildings, significant open spaces, or bodies of water.

SITE PLAN REVIEW

The Department of Community Planning and Economic Development has analyzed the application based on the required findings and applicable standards in the site plan review chapter:

Applicable Standards of Chapter 530, Site Plan Review

BUILDING PLACEMENT AND DESIGN

Building placement – *Requires alternative compliance*

- The first floor of the building is not entirely located within eight feet of the front lot line abutting California St NE. There are portions of the first floor that are set back 19.5 feet to allow for residential patios outside walk-up units and a plaza near the main residential entrance. The building is set back 32.5 feet from the front property line in the northwest corner of the site next to the production space entrance, where the setback is 20 feet for the first 25 feet away from the north property line. Alternative compliance is requested.

Principal entrances – *Meets requirements*

- The proposed project would comply with the principal entrances standards.

Visual interest – *Requires alternative compliance*

- There is a 30-foot blank wall on the first floor of the north elevation, and a 265-foot blank wall on the first floor of the east elevation. Alternative compliance is requested.

Exterior materials – *Requires alternative compliance*

- The applicant is proposing brick (two colors), fiber cement siding (three types), fiber cement panel, burnished CMU, rock-face CMU, and metal panel as the building's exterior materials. The proposed building would have more than three exterior materials per elevation, excluding windows, doors, and foundation materials, and alternative compliance is required.
- Exterior material changes at a later date may require review by the Planning Commission and an amendment to the site plan review.

Percentage of Exterior Materials per Elevation

Material	Allowed Max	North	South	East	West
Brick	100%	44%	23%	9%	18%
Glass	100%	34%	31%	27%	37%
Metal Panel	75%	12%	17%	13%	17%
Burnished CMU	50%	0%	2%	9%	0%
Rockface CMU	30%	0%	0%	8%	0%
Fiber Cement Panel	30%	0%	0%	10%	0%
Fiber Cement Siding	30%	10%	27%	22%	26%

Windows – *Requires alternative compliance*

- The proposed project would comply with the minimum window requirements on all applicable elevations except for the first floor residential portion of the east elevation facing the on-site parking area, where the requirement is 20 percent minimum and the applicant is proposing 6 percent. Alternative compliance is requested.

Window Requirements for Residential Uses

Floor	Code		Proposed
1 st floor - West	20% minimum	462 sq. ft.	Exceeds 20%
2 nd floor and above – West/East	10% minimum	445 sq. ft.	Exceeds 10%
1 st floor – East	20% minimum	561 sq. ft.	6% (180 sq. ft.)
1 st floor - South	20% minimum	188 sq. ft.	Exceeds 20%
2 nd floor and above - South	10% minimum	175 sq. ft.	Exceeds 10%

Window Requirements for Non-Residential Uses

Floor	Code		Proposed
1 st floor - West	30% minimum	336 sq. ft.	Exceeds 10%

Ground floor active functions – Meets requirements

- The proposed project would comply with the ground floor active functions requirements.

Roof line – Meets requirements

- The principal roof line of the building would be similar to that of surrounding buildings.

Parking garages – Meets requirements

- The proposed parking garage would comply with the applicable site plan review standards.

ACCESS AND CIRCULATION**Pedestrian access – Meets requirements**

- There would be clear and well-lit walkways at least four feet in width connecting building entrances to the adjacent public sidewalk and on-site parking facilities.

Transit access – Not applicable

- No transit shelters are proposed as part of this development.

Vehicular access – Meets requirements

- The proposed project would comply with the vehicular access requirements.

LANDSCAPING AND SCREENING**General landscaping and screening – Meets requirements**

- The proposed project would comply with the general landscaping and screening requirements.

Landscaping and Screening Requirements

Requirement	Required	Proposed
Lot Area	--	112,777 sq. ft.
Building Footprint	--	74,971 sq. ft.
Area Not Covered by Buildings	--	37,806 sq. ft.

Landscaped Area	7,561 sq. ft.	9,137 sq. ft.
Canopy Trees (1:500 sq. ft.)	16 trees	22 trees
Shrubs (1:100 sq. ft.)	76 shrubs	154 shrubs

Parking and loading landscaping and screening – *Requires alternative compliance*

- There are no surface parking areas along a public street frontage or directly abutting a residential use or district.
- The landscape plan includes corners of the parking lot that are unavailable for parking or vehicular circulation. However, they are not are landscaped as specified for a required landscaped yard, and alternative compliance is required.
- Because the proposed surface parking lot contains ten or more spaces, each parking space must be located within 50 feet of the center of an on-site deciduous tree. The proposal does not fully comply with this requirement in the southeast corner of the parking lot, and alternative compliance is required.

Additional landscaping requirements – *Meets requirements*

- The project appears to comply with the additional landscaping requirements in sections 530.180, 530.190, 530.200, and 530.210 of the zoning code.

ADDITIONAL STANDARDS**Concrete curbs and wheel stops – *Meets requirements***

- The parking lot and driveways have been designed to meet the applicable stormwater retention and filtration requirements.

Site context – *Meets requirements*

- The proposed project would comply with the site context requirements.

Crime prevention through environmental design – *Meets requirements with Conditions of Approval*

- The proposed project would comply with crime prevention through environmental design (CPTED) standards. The applicant shall be required to submit a lighting plan that complies with sections 530.260 and 535.590 of the zoning code.

Historic preservation – *Meets requirements*

- This site is neither historically designated or located in a designated historic district. There are no structures currently on the site.

Applicable Regulations of the Zoning Ordinance

The proposed residential use is conditional in the IL Light Industrial District with the proposed IL Industrial Living Overlay District, and the production use is permitted.

Off-street Parking and Loading – *Meets requirements with Conditions of Approval*

- The proposed project complies with the applicable vehicle parking, bicycle parking, and loading requirements. The applicant is proposing a total of 182 parking spaces, of which 18 would serve the non-residential use (limited production and processing) and 164 would serve the residential use. There would be 75 surface parking spaces and 107 enclosed spaces. The project is within the allowable minimum and maximum vehicle parking requirements.

- The applicant is proposing 96 bicycle parking spaces, which complies with the minimum requirements. Staff is recommending a condition of approval that no fewer than one long-term bicycle parking space be provided for each dwelling unit, for a total of 164, and no fewer than eight (8) short-term bicycle spaces shall be provided for the non-residential use.
- The off-street loading requirement is one small space (10 feet by 25 feet) for the residential uses. The limited production and processing use has a “Low” loading requirement, but no loading spaces are required for uses below 20,000 square feet in this category. The applicant is proposing two loading spaces on the site plan, however, neither of them meets the minimum dimensions. Staff recommends a condition of approval that the site plan shall be revised to include at least one 10-foot by 25-foot loading space.

Vehicle Parking Requirements Per Use (Chapter 541)

Use	Minimum	Reductions	Minimum	Maximum	Proposed
Limited production and processing (13,400 sf)	13	--	13	39	18
Residential Dwellings (164 units)	164	Transit Incentives (82)	82	--	164
	--	--	95	39 for production use	182

Bicycle Parking Requirements (Chapter 541)

Use	Minimum	Short-Term	Long-Term	Proposed
Limited production and processing (13,400 sf)	2	--	Not less than 50% (1)	3
Residential Dwellings (164 units)	82	--	Not less than 90% (74)	93
	84	--	75	96

Loading Requirements (Chapter 541)

Use	Loading Requirement	Loading Spaces	Proposed
Limited production and processing	Low	0 required	0
Residential Dwellings	None	1 small (10' x 25')	2 substandard
		1 small	0

Building Bulk and Height – Requires conditional use permit

- The proposed project requires a conditional use permit to increase the maximum allowed height of a principal structure in the I1 zoning district from four to six stories.

Building Bulk and Height Requirements

Requirement	Code	Proposed
Lot Area	--	112,777 sq. ft. / 2.59 acres
Gross Floor Area	--	243,791 sq. ft.
Max. Floor Area Ratio	2.7	2.2
Max. Building Height	4 stories or 56 feet, whichever is less	6 stories / 78 ft., 4 in.

Lot and Residential Unit Requirements – Meets requirements with Conditions of Approval

- The proposed project would meet the applicable lot and residential unit requirements in the IL district.
- This project is subject to Inclusionary Zoning requirements unless it qualifies for an exemption. A fully executed Inclusionary Zoning Compliance Plan will be required before a commercial building permit will be issued. The applicant will be required to work with CPED Housing to ensure that the applicable affordability requirements are met.

Lot and Residential Unit Requirements Summary

Requirement	Code	Proposed
Lot Area	5,000 sq. ft. min.	112,777 sq. ft. / 2.59 acres
Lot Width	--	446 ft.
Impervious Surface Area	--	92%
Lot Coverage	--	66%
Dwelling Units (DU)	--	164 DUs
Net Residential Area	--	184,002 sq. ft.

Yard Requirements – Meets requirements

- The project would meet the applicable yard requirements.

Minimum Yard Requirements

Setback	Zoning District	Proposed
Front (First 25' From North Property Line)	20 ft.	32 ft., 6 in.
Interior Side (North)	15 ft.	15 ft.
Interior Side (South)	0 ft.	3 ft., 6 in.
Rear (East)	0 ft.	72 ft., 6 in.

Signs – Meets requirements with Conditions of Approval

- All signs are subject to Chapter 543, On-Premise Signs. The applicant will be required to submit a separate sign permit application for any signage that is proposed.

Screening of Mechanical Equipment – Meets requirements

- Mechanical equipment is subject to the screening requirements of Chapter 535 and district requirements.

- All mechanical equipment is enclosed within the building or is screened from the public street by the building itself.

Refuse Screening – Meets requirements

- Refuse and recycling storage containers are subject to the screening requirements in Chapter 535.
- All refuse and recycling storage containers are located within the building.

Lighting – Meets requirements

- Existing and proposed lighting must comply with Chapter 535 and Chapter 541 of the zoning code.
- The applicant has not submitted a lighting plan, but will be required to do so prior to the issuance of permits.

Fences – Not applicable

- Fences must comply with the requirements in Chapter 535. The proposed fencing meets the applicable standards. There are no fences proposed at this time, although there would be a short retaining wall along the east side of the property.

Plazas – Meets requirements with Conditions of Approval

- There is one plaza adjacent to the residential entrance at the southwest corner of the site that is 3503 square feet in size. To fully comply with the plaza standards in section 535.810 of the zoning code, staff recommends the following conditions of approval:
- **Seating:** The applicant is proposing 48 linear feet of seating, and 67 linear feet is required. Of the 67 linear feet, 13 shall be fixed and 13 shall be seating with backs. The applicant is required to increase the linear feet of seating with backs from approximately 8 feet to 13 linear feet.
- **Encroachment:** Plazas shall not encroach into the public right-of-way without the property owner first obtaining an encroachment permit.
- **Amenities:** The plaza shall include at least one amenity listed under section 535.810 (9) of the zoning code.
- **Maintenance required.** All plazas shall be maintained in good order by the property owner for the life of the plaza. Proper maintenance shall include, but not be limited to, snow and ice removal, annual maintenance of vegetation and green space and annual inspection and repair and/or replacement of furnishings. Minimum landscaping and seating requirements shall be maintained for the life of the plaza. All adjacent streets, sidewalks and pathways shall be inspected regularly for purposes of removing any litter found thereon.

IL Overlay District Standards – Meets requirements

- If the requested applications are approved, the proposal would in compliance with the IL Overlay District standards.

Applicable Policies of the Comprehensive Plan

The policies and action steps from *Minneapolis 2040* (2020) listed in finding #1 of the rezoning and finding #5 of the conditional use permit applications also apply to the site plan review application.

Alternative Compliance

The Planning Commission or zoning administrator may approve alternatives to any site plan review requirement upon finding that the project meets one of three criteria required for alternative compliance. Alternative compliance is requested for the following requirements:

Standard	Description	Staff Recommendation
----------	-------------	----------------------

Building placement	The first floor of the building is not entirely located within eight feet of the front lot line abutting California St NE. There are portions of the first floor that are 19.5 feet to allow for residential patios outside walk-up units and a plaza near the main residential entrance. The building is set back 32.5 feet from the front property line in the northwest corner of the site next to the production space entrance, where the setback is 20 feet for the first 25 feet away from the north property line.	The applicant is providing a public plaza, patios, and wide walkways between the building and front lot line, while also varying the building footprint to minimize the impact to adjacent structures and uses. Allowing the building to be set back more than 8 feet along California St NE will enhance the pedestrian-level amenities for the building as well as the for the public, and <u>staff recommends granting alternative compliance.</u>
Visual interest	There is a 30-foot blank wall on the first floor of the north elevation, and a 265-foot blank wall on the first floor of the east elevation.	The applicant is proposing a mural to mitigate the blank wall facing the north property line near the non-residential entrance. <u>Staff recommends granting alternative compliance for the blank wall on the north elevation</u> , provided that the blank wall is mitigated through an art or landscaping feature, as proposed. Staff also <u>recommends granting alternative compliance for the blank wall on the east elevation</u> facing the on-site parking, provided that it is further mitigated through additional landscaping. Staff recommends a condition of approval that the landscaped area between the east elevation and sidewalk be increased to five (5) feet in width. This can be accomplished by reducing the 24-foot drive aisle in the surface parking area to 22 feet, and by reducing the walkway along the east building wall to four (4) feet. In addition, staff recommends adding a living wall feature as well as additional trees, shrubs, perennials, and/or grasses in this location to help mitigate the 265-foot blank wall.
Windows	The proposed project would comply with the minimum window requirements on all applicable elevations except for the first floor of the east elevation facing the on-site	As explained above, <u>staff recommends granting alternative compliance</u> for the minimum window requirement on the east

	parking area, where the requirement is 20 percent minimum and the applicant is proposing 6 percent.	elevation provided that additional landscaping is provided along the blank wall.
Exterior materials	The applicant is proposing brick (two colors), fiber cement siding (three types), fiber cement panel, burnished CMU, rockface CMU, and metal panel as the building's exterior materials. The proposed building would have more than three exterior materials per elevation, excluding windows, doors, and foundation materials, and alternative compliance is required.	Staff finds that the number of exterior materials that are proposed would not lead to visual clutter, and that they are appropriate given the unusually large size of the site and building. <u>Staff recommends granting alternative compliance.</u>
Corners of parking lots	The landscape plan includes corners of the parking lot that are unavailable for parking or vehicular circulation. However, they are not are landscaped as specified for a required landscaped yard, and alternative compliance is required.	The landscaping plan provided by the applicant shows that the southeast corner of the parking lot does not contain trees or shrubs, as it is needed for truck maneuvering. The northeast corner of the parking lot contains a deciduous tree, but not shrubs. Staff finds that it would be reasonable for the applicant to provide no fewer than three (3) shrubs in the northeast corner of the parking lot, and <u>does not recommend granting alternative compliance for the northeast corner, but recommends granting alternative compliance in the southeast corner.</u>
Parking within 50' of the center of an on-site deciduous tree	Because the proposed surface parking lot contains ten or more spaces, each parking space must be located within 50 feet of the center of an on-site deciduous tree. The proposal does not fully comply with this requirement in the southeast corner of the parking lot.	The applicant has provided an exhibit showing truck-turning movements, which illustrates that the area that could accommodate an additional tree island to meet this requirement is needed for truck maneuvering. <u>Staff recommends granting alternative compliance.</u>

FOR REZONINGS ONLY

ZONING PLATE NUMBER. 9

LEGAL DESCRIPTION.

78 23rd Ave NE:

That part of Lots 24 and 25, Auditor's Subdivision Number 34, Hennepin County, Minnesota, described as follows: Beginning at the northeast corner of the south half of Lot 7, Block 1, North Motor Line Addition to Minneapolis; thence easterly, along the easterly extension of the north line of the south half of said Lot 7, to the point of intersection with a line parallel with and distant 123.50 feet easterly of the east line of said Block 1; thence southerly, parallel with said east line, to the intersection with the easterly extension of the centerline of 23rd Avenue N.E.; thence westerly, along said centerline, to the intersection with the southerly extension of the east line of Louis Kampff's Addition to Minneapolis; thence northerly, westerly, and northerly along said southerly extension and along the east lines of said Louis Kampff's Addition to Minneapolis and said North Motor Line Addition to Minneapolis, to the point of beginning.

That part of Government Lot 3, Section 10, Township 29, Range 24, Hennepin County, Minnesota, which lies northerly of the north line of Lot 1, Block 1, Louis Kampff's Addition To Minneapolis, according to the recorded plat thereof, Hennepin County, Minnesota, southerly of the south line of Lot 15, Block 1, North Motor Line Addition To Minneapolis, according to the recorded plat thereof, Hennepin County, Minnesota, and its easterly extension, westerly of the northerly extension of the east line of said Lot 1, and easterly of the southerly extension of the east line of said Lot 15.

(Abstract Property)

2301 California St NE:

The South Half of Lot 7 and All of Lots 8 through 15 inclusive, Block 1, "North Motor Line Addition To Minneapolis," according to the recorded plat thereof, Hennepin County, Minnesota.

Lots 1 and 2, Block 1, "Louis Kampff's Addition To Minneapolis," according to the recorded plat thereof, Hennepin County, Minnesota.

That part of Government Lot 3, Section 10, Township 29, Range 24, Hennepin County, Minnesota, which lies between the North line of Lot 1, Block 1, "Louis Kampff's Addition to Minneapolis" and the South line of Lot 15, Block 1, "North Motor Line Addition to Minneapolis" and the Southerly extensions of the East and West lines of said Lot 15.

Being Registered land as is evidenced by Certificate of Title No. 1480289.

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the City Planning Commission adopt staff findings for the applications by Christine Pecard of ESG Architects for the properties located at 2301 California St NE & 78 23rd Ave NE:

A. Rezoning.

Recommended motion: **Approve** the petition to rezone the properties at 2301 California St NE and 78 23rd Ave NE to add the IL Industrial Living Overlay District to the existing I1 Light Industrial District.

B. Conditional Use Permit.

Recommended motion: **Approve** the conditional use permit to allow dwelling units in the IL Industrial Living Overlay District, subject to the following conditions:

1. The conditional use permit shall be recorded with Hennepin County as required by Minn. Stat. 462.3595, subd. 4 before building permits may be issued or before the use or activity requiring a conditional use permit may commence. Unless extended by the zoning administrator, the conditional use permit shall expire if it is not recorded within two years of approval.

2. The nonresidential use proposed on the ground floor shall be production space, as proposed, and the applicant shall work with staff to demonstrate how they will incorporate mitigation strategies to address potential conflicts between the residential and production uses, both on-site and off-site.
3. No fewer than one long-term bicycle parking space be provided for each dwelling unit, for a total of 164.

C. Conditional Use Permit.

Recommended motion: **Approve** the conditional use permit to increase the maximum height of a principal structure from 4 stories or 56 feet, whichever is greater, to 6 stories/ 78 feet, 4 inches, subject to the following conditions:

1. The conditional use permit shall be recorded with Hennepin County as required by Minn. Stat. 462.3595, subd. 4 before building permits may be issued or before the use or activity requiring a conditional use permit may commence. Unless extended by the zoning administrator, the conditional use permit shall expire if it is not recorded within two years of approval.

D. Site Plan Review.

Recommended motion: **Approve** the site plan review for a new, six-story mixed-use building with 164 dwelling units and approximately 13,400 square feet of production space, subject to the following conditions:

1. All site improvements shall be completed by October 5, 2022, unless extended by the Zoning Administrator, or the permit may be revoked for non-compliance.
2. This project is subject to Inclusionary Zoning requirements unless it qualifies for an exemption. A fully executed Inclusionary Zoning Compliance Plan will be required before a commercial building permit will be issued. The applicant shall be required to work with CPED Housing to ensure that the applicable affordability requirements are met.
3. CPED staff shall review and approve the final site, elevation, landscaping, and lighting plans before building permits may be issued.
4. The applicant shall submit the tax parcel combination request form to CPED and submit proof of the filing with Hennepin County.
5. All signs shall comply with Chapter 543 of the zoning code. All signage requires a separate permit from CPED.
6. The applicant shall submit a lighting plan that complies with sections 530.260 and 535.590 of the zoning code.
7. The site plan shall be revised to include at least one 10-foot by 25-foot loading space.
8. The 30-foot blank wall on the north elevation shall be mitigated with an art or landscaping feature, as proposed.
9. No fewer than one long-term bicycle parking space be provided for each dwelling unit and no fewer than eight (8) short-term bicycle spaces shall be provided for the non-residential use.
10. The landscaping plan shall include no fewer than three (3) shrubs in the northeast corner of the parking lot, in compliance with section 530.170 of the zoning code.
11. The landscaped area between the east elevation and sidewalk shall be five (5) feet in width to accommodate a living wall feature as well as additional trees, shrubs, perennials, and/or grasses in this location to help mitigate the 265-foot blank wall, in accordance with section 530.120 of the zoning code.
12. Plazas shall not encroach into the public right-of-way without the property owner first obtaining an encroachment permit.

13. All plazas shall be maintained in good order by the property owner for the life of the plaza. Proper maintenance shall include, but not be limited to, snow and ice removal, annual maintenance of vegetation and green space and annual inspection and repair and/or replacement of furnishings. Minimum landscaping and seating requirements shall be maintained for the life of the plaza. All adjacent streets, sidewalks and pathways shall be inspected regularly for purposes of removing any litter found thereon.
14. The plaza plan shall be revised to include a minimum of 67 linear feet of linear seating, of which at least 13 feet shall be fixed and 13 feet shall be seating with backs, at least one amenity listed under section 535.810 (9) of the zoning code.

ATTACHMENTS

1. Rezoning ordinance
2. Photos
3. Written description and findings submitted by applicant
4. Survey
5. Site plan
6. Plans
7. Building elevations
8. Renderings
9. Shadow study
10. Travel Demand Management Plan
11. Public comments

ORDINANCE

By Goodman

Amending Title 20, Chapter 521 of the Minneapolis Code of Ordinances relating to Zoning Code: Zoning Districts and Maps Generally.

The City Council of the City of Minneapolis do ordain as follows:

Section 1. That Section 521.30 of the above-entitled ordinance be amended by changing the zoning district for the following parcels of land, pursuant to MS 462.357:

That part of Lots 24 and 25, Auditor's Subdivision Number 34, Hennepin County, Minnesota, described as follows: Beginning at the northeast corner of the south half of Lot 7, Block 1, North Motor Line Addition to Minneapolis; thence easterly, along the easterly extension of the north line of the south half of said Lot 7, to the point of intersection with a line parallel with and distant 123.50 feet easterly of the east line of said Block 1; thence southerly, parallel with said east line, to the intersection with the easterly extension of the centerline of 23rd Avenue N.E.; thence westerly, along said centerline, to the intersection with the southerly extension of the east line of Louis Kampff's Addition to Minneapolis; thence northerly, westerly, and northerly along said southerly extension and along the east lines of said Louis Kampff's Addition to Minneapolis and said North Motor Line Addition to Minneapolis, to the point of beginning.

That part of Government Lot 3, Section 10, Township 29, Range 24, Hennepin County, Minnesota, which lies northerly of the north line of Lot 1, Block 1, Louis Kampff's Addition To Minneapolis, according to the recorded plat thereof, Hennepin County, Minnesota, southerly of the south line of Lot 15, Block 1, North Motor Line Addition To Minneapolis, according to the recorded plat thereof, Hennepin County, Minnesota, and its easterly extension, westerly of the northerly extension of the east line of said Lot 1, and easterly of the southerly extension of the east line of said Lot 15.

(Abstract Property)

(78 23rd Ave NE – Plate #9) to add the IL Industrial Living Overlay District

And

The South Half of Lot 7 and All of Lots 8 through 15 inclusive, Block 1, "North Motor Line Addition To Minneapolis," according to the recorded plat thereof, Hennepin County, Minnesota.

Lots 1 and 2, Block 1, "Louis Kampff's Addition To Minneapolis," according to the recorded plat thereof, Hennepin County, Minnesota.

That part of Government Lot 3, Section 10, Township 29, Range 24, Hennepin County, Minnesota, which lies between the North line of Lot 1, Block 1, "Louis Kampff's Addition to Minneapolis" and the South line of Lot 15, Block 1, "North Motor Line Addition to Minneapolis" and the Southerly extensions of the East and West lines of said Lot 15.

Being Registered land as is evidenced by Certificate of Title No. 1480289.

(2301 California St NE – Plate #9) to add the IL Industrial Living Overlay District



Birds Eye View, Looking NE



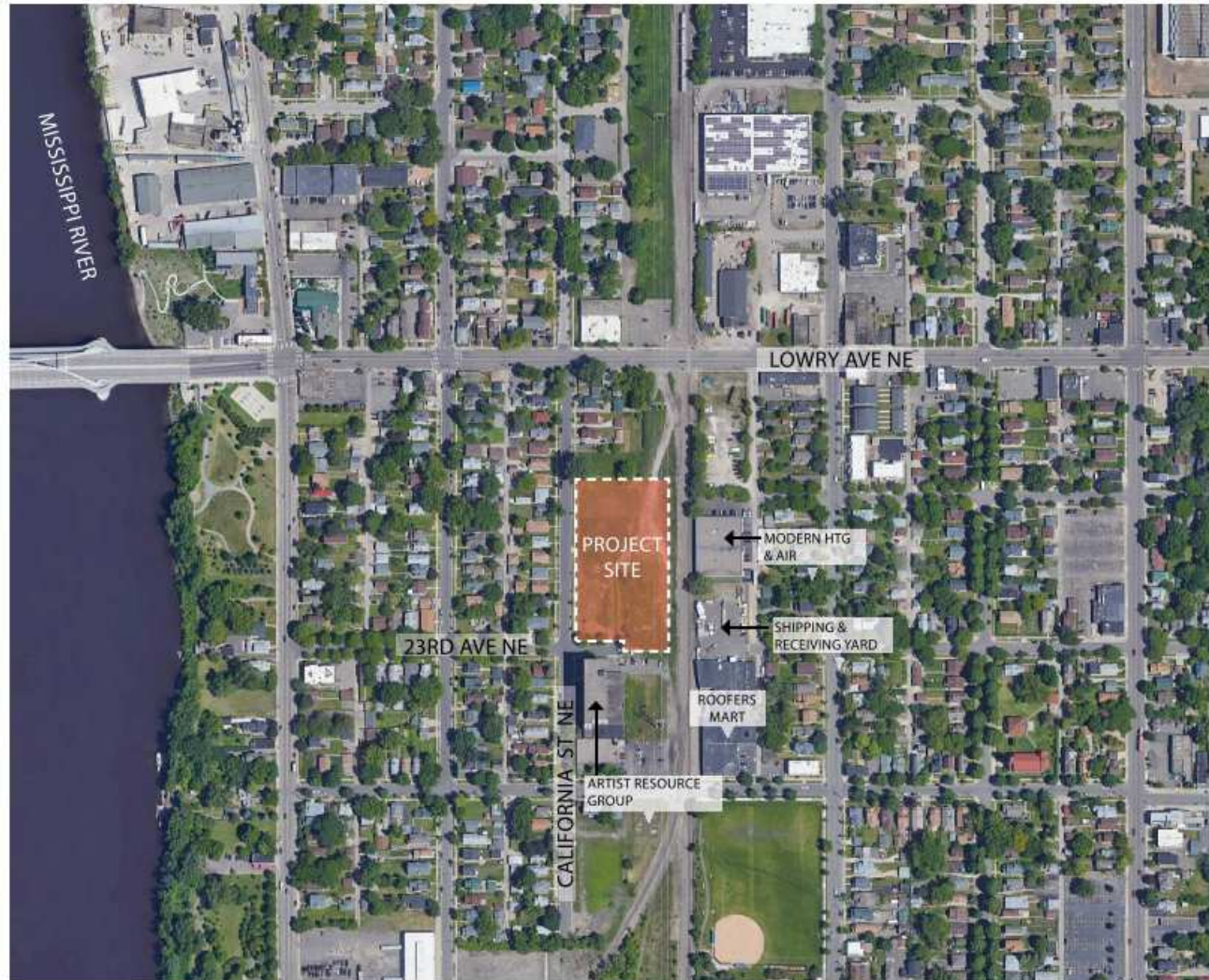
California Street, Looking NE



California Street, Looking N



California Street & 23rd Ave, Looking SE



2301 California
Street NE
Minneapolis, MN



esg
ARCHITECTURE & DESIGN

500 Washington Avenue South, Suite 1000
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www.esgarch.com

I hereby certify that this plan, specification, or
report was prepared by me or under my direct
supervision and that I am a duly licensed architect
under the laws of the State of Minnesota

Signature _____

Typed or Printed Name _____

License # _____ Date _____

**NOT FOR
CONSTRUCTION**

**LAND USE
APPLICATION
(8/21/2020)**

ORIGINAL ISSUE:

08/17/20

REVISIONS:

No. Description Date

220525

PROJECT TRANSFER

Author Checker

DRAWN BY CHECKED BY

KEY PLAN

2301 California Street NE

CONTEXT & IMAGES

A100

Project: 2301 California St NE, Minneapolis, MN
Land Use Application Narrative and Findings
Submission Date: August 21, 2020

Project Overview

The proposed development, located on the corner of California Street NE and 23rd Avenue NE in Northeast Minneapolis, will replace a now vacant lot where tall grain silos recently once stood with a new mixed-use project that includes 100 percent-affordable dwelling units and production space. This project will include approximately 164 dwelling units and roughly 13,400 square feet of production space. The production space is currently targeted to house artist/art studio tenants. The ground floor along California Street will have production-space storefront, walk-up dwelling units, and the residential lobby and amenities. The site is currently zoned I1 (Industrial). The Minneapolis 2040 comprehensive plan has guided the site be Production Mixed-Use and Corridor 4 in its future land use and Built Form maps.

Streetscape and Public Realm

This redevelopment will dramatically improve the current site conditions as it infills a currently vacant lot with a new production mixed-use building. This project will act as a bridge between the neighborhood, the California Arts Building to the south and the mixed-use corridor along Lowry Avenue NE to the north, as well as act as a hybrid transition between the traditional industrial uses, railroad tracks, and high-power electrical lines to the east and the residential neighborhood to the west. Following the guidelines of Minneapolis 2040, this development will seek artist-focused production tenants for the ground-floor production space -- as a nod to both the Bottineau Neighborhood's industrial history and arts district.

The street-facing façade will be fully lined with active uses, bookended with the production space entry and the residential lobby, and centered with walk-up, residential dwelling units. Setbacks in the building façade will allow for intervals of outdoor space: a patio at the production space entry, a beautifully landscaped courtyard in front of the residential dwelling units, and an active, outdoor plaza amenity space with landscaping and seating.

The project proposes using the existing intersection at California Street and 23rd Avenue for site access and will not add additional curb cuts. Back-of-house building functions such as parking, residential move-in, production loading and shipping, and trash removal, all happen at the back of the building, internal to the site, minimizing light and sound pollution, and preserving the public realm of California Street for the neighborhood pedestrians and bicyclists.

Building Design

The building design will be contemporary, constructed of pre-cast concrete at the first levels and wood frame on the upper five levels. Exterior materials are proposed to consist primarily of brick, metal panel, fiber cement siding, fiber cement panel and glass. The ground-floor production and residential lobby "anchors" are both designed with expansive storefront glazing, providing natural light within the space as well as transparency to the adjacent street. Brick materials combined with vertical elements at walk-up unit entries along California Street enrich the pedestrian experience at the building's base. Changes in both massing and material use at upper levels help to break up the scale of the building to passersby. Upper-level massing setbacks of upwards of 40 or more feet from the face of the ground-floor façade contribute to human scale and access to daylight at street level.

Building exterior aesthetics are a blend of sophisticated traditional and industrial-modern style. The blend of two tones of buff and brown brick creates warmth, which is complimented and contrasted by the light and dark palette of the metal and fiber cement panels on upper stories. Holistically the design aims to celebrate the industrial history of the neighborhood in a modern-day application.

Residential dwelling units include large, operable fiberglass windows and projecting balconies for daily access to daylight and fresh air. Residential amenities will include features such as a clubroom, fitness center, children's playroom, indoor bike storage, and an outdoor courtyard.

Required Land Use Applications:

1. Petition to rezone the subject site to add the Industrial Living Overlay District (ILOD) to the existing I1 Light Industrial District.
2. Conditional Use Permit (CUP) to allow dwelling units in the Industrial Living Overlay District (ILOD)
3. Conditional Use Permit (CUP) to increase the maximum height of a principal structure from 4 stories or 56 feet, whichever is less, to 6 stories, 85 feet 4 inches (to top of overrun)
4. Site Plan Review
5. Administrative Lot Combination
6. Administrative Plaza Review

Revisions Since Committee of the Whole (hearing date: Aug. 6, 2020):

The project has undergone minor revisions since the Planning Commission's Committee of the Whole (COW) hearing on August 6, 2020, due to the feedback received as well as feedback received from City of Minneapolis interdepartmental reviews during the Preliminary Development Review application process (applied for PDR on July 27, 2020):

Exterior Design:

- Ground floor transparency at the east and south facades has been increased, with glazing at building and garage entrances and a new storefront with point of entry on the NE corner for production space access.
- Decorative rock-ballast patterning has been added to the level two roof, to improve the view from dwelling units above.
- Fiber cementitious siding previously proposed at the NE corner of the building was replaced with brick, continuing from the north façade around the NE corner and into the courtyard, in effort to a.) reduce the quantity of fiber cementitious material on this facade, and b.) to improve the detail where materials come together.

Floor Plans:

- Parking garage entrance on the east side of the building was relocated further south, in effort to reduce the distance to point of access and to disperse transparency to the building and back parking lot more uniformly.
- With the parking garage entrance consolidation, bike storage was relocated and expanded, to further increase bike parking counts, as well as provide room for bicycle related amenities and greater connectivity to the public sidewalk systems and Bottineau Bike Trail.

Site Design:

- Ground-floor structured parking vehicular access has been revised from two access points (one off of 23rd Ave NE and one at the northeast corner) to one access point (at the southeast corner) based on PDR feedback.
- Surface parking area has been more defined and programmed to include peninsulas with more landscaping, in a more regular frequency, including trees for reducing heat island affect and to improve views from units above.
- The sidewalk on the east side of the building was extended to link the residential bike storage and production spaces to the east property border, to provide an opportunity for bike access to the Bottineau Bike Trail.

The applicant would like to elaborate further on two items indicated in the COW staff report as possibly requiring alternative compliance:

1. Number of exterior materials exceeding three per elevation
 - a. Proposing more than three materials per exterior elevation helps to break up the longer exterior elevations of the proposed building given the linear nature of the site.
2. Minimum ground floor windows facing an on-site parking lot (east elevation)
 - a. The revisions include more ground-floor transparency at building and garage entrances and the production space. Garage point of entrance was moved further south, to provide transparency to the lot from both the north and south sides of the building.
 - b. The parking structure remains a solid wall to allow for additional bike rack storage on the interior face and better energy efficiency for the tempered parking structure, but light sconces were added to provide additional uniform lighting along this façade. The lot will be highly visible through the new production space entrance, as well as by the numerous dwelling units facing east.

**CONDITIONAL USE PERMIT TO ALLOW DWELLING UNITS IN
THE INDUSTRIAL LIVING OVERLAY DISTRICT (ILOD)
REQUIRED FINDINGS**

A conditional use permit to allow dwelling units in the Industrial Living Overlay District (ILOD) is requested. The proposed conditional use permit to allow dwelling units in the Industrial Living Overlay District (ILOD) is consistent with the required findings under § 525.340 of the Zoning Code.

1) The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.

The proposed development that includes dwelling units will not be detrimental to or endanger the public health, safety, comfort or general welfare. Granting the CUP will allow a mixed-use development that is consistent with the goals of Minneapolis 2040. The proposed, infill development that includes 100-percent affordable dwelling units on the currently underutilized site will have a positive effect on the health, safety and vitality of the area. The new construction will comply with all building and site development codes.

2) The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property of uses permitted in the district.

This conditional use will not be injurious to the use and enjoyment of other property or impede development and improvement of surrounding property. The proposed project will provide 164, 100-percent affordable housing units to help meet City goals for increasing housing options in Minneapolis. The proposed dwelling-unit use is compatible with and will enhance the existing mixed-use character of the overall area, and production mixed-use redevelopment of this site is also consistent with City goals.

3) Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.

Adequate utilities, access, drainage and other facilities will be provided. Vehicular access to the surface and enclosed parking will be provided from 23rd Avenue NE. Bike parking will be provided internal to the building and on the exterior for resident and production-user use, and two loading zones will be provided in the surface lot on the eastern side of the building. The proposed project will provide the missing link for the streetscape connection of the California Arts Building to Lowry Ave to the north and provides a necessary addition to improving the public realm and pedestrian experience within the neighborhood. The development team will continue to work with Public Works, Plan Review and Planning staff to comply with City and other applicable requirements.

4) Adequate measures have been or will be taken to minimize traffic congestion in the public streets.

The site is well situated for utilization of alternative modes of transportation due to its location nearby Lowry Ave with multiple bus stops and adjacency to bike trails – the Bottineau Bike Trail is located to the east and Lowry Bikeways are along Lowry Ave nearby and to the north of the site. There is a bike trail proposed at the northeast end of the project that would provide a connection segment to the future-expanded Bottineau Bike Trail. One access point to the project's surface and enclosed parking areas is

proposed, so the need for curb cuts required for vehicular use is reduced to only one for the entire project.

5) The conditional use is consistent with the applicable policies of the comprehensive plan.

The future land use for the site in the Minneapolis 2040 Plan is Production Mixed Use. This land use category ‘allows both production and nonproduction uses and recognizes that while many buildings in these areas are no longer viable for modern production industries, they are increasingly occupied by a wide variety of uses that contribute to the economic health and diversity of the city.’ Residential uses are also allowed as a use in a mixed-use building that provides production space. The proposed mixed-use project incorporates 50 percent-minimum, ground-floor area of production space in the ground floor fronting California Street NE in conformance with the 2040 future land use guidance. In addition to the production space, the ground floor will also include walk-up dwelling units and the residential lobby and amenities.

The applicant believes a CUP request for allowing dwelling units is a reasonable means for further achieving the following Comprehensive Plan goals:

Access to Employment

- Support employment growth downtown and in places well-served by public transportation.

Access to Housing

- Increase the supply of housing and its diversity of location and types.
- Increase housing choice and housing supply by allowing multifamily housing on select public transit routes, with higher densities along high-frequency routes and near METRO stations.

Affordable Housing near Transit and Job Centers

- Create more affordable housing near transit and job centers.

Affordable Housing Production

- Produce housing units that meet the changing needs of Minneapolis residents in terms of unit sizes, housing types, levels of affordability, and locations.

Arts and Creative Spaces, Venues and Districts

- Ensure growth and sustainability in the creative sector economy by providing artists, creative workers, and arts and cultural organizations with the resources and support they need to create and thrive.
- Benefit both the creative entrepreneur and the local community.

Fair Housing

- Produce more affordable housing.
- Expand fair housing choice and access throughout the city.
- Expand affordable homeownership opportunities and rental options for residents across the entire city.

Landscaping

- Require landscaping in conjunction with new development that complements its surroundings and enhances the built environment.

Pedestrian-Oriented Building and Site Design

- Orient buildings and building entrances to the street.
- Encourage multiple entrances to multi-family residential buildings.
- Enhance the pedestrian environment through physical interpretation of history, public art, and placemaking.

Pedestrians

- Improve the pedestrian environment in order to encourage walking.
- Continue to make improvements to the existing sidewalk network and fill existing sidewalk gaps.
- Foster vibrant public spaces for street life.
- As opportunities exist, encourage and design for streetscape amenities.

Production and Processing

- Expand and maintain areas for production, processing, and distribution of products, services, and ideas.
- A healthy local and regional economy requires space for production and processing businesses.

Public Realm

- Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Social Connectedness

- Expand and promote opportunities for all residents to connect socially and participate fully in the vitality of their community.
- Create new avenues to facilitate meaningful engagement with underrepresented and vulnerable communities that are culturally accessible

Visual Quality of New Development

- Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements for both large and small projects.
- Allow and encourage a variety of architectural styles.

In summary, this project is modernizing and providing what is needed, based on the local economy of the neighborhood, as a production mixed use that includes dwelling units will further assist with achieving the Comprehensive Plan goals as outlined above. This project will act as a missing link, filling a void that better connects the residential neighborhood to the west, the California Arts Building to the south and the mixed-use corridor along Lowry to the north with the traditional industrial uses, railroad tracks, and high-power electrical lines to the east.

6) The conditional use shall in all other respects, conform to the applicable regulations of the district in which it is located.

Upon approval of the submitted applications, the project will conform with the applicable regulations of the Industrial Living Overlay District (ILOD) and the existing I1 Light Industrial District. The proposed conditional use permit to allow dwelling units in the ILOD is consistent with the required findings under § 525.340 of the Zoning Code.

CONDITIONAL USE PERMIT TO INCREASE MAXIMUM ALLOWED HEIGHT
REQUIRED FINDINGS

A conditional use permit to increase the maximum height of a principal structure from 4 stories or 56 feet, whichever is less, to 6 stories, 85 feet 4 inches, is requested. The site itself presents some hardships, requiring development to be condensed in footprint and built above grade. The first is the no-build electrical easement that eliminates the back (east) 50' of the site area from constructed development, and the second is the high water table height, which requires all parking to be at grade versus a story or more below. Between the condensed building area of the site and the limitations on building below grade, the development is forced to be a taller building to meet the target density. Other factors, such as land cost, required soil remediation, proximity to power lines and railroad tracks, etc. all contribute to the feasibility of developing the site. The project site was previously tall grain silos, so height was present on the site as recently as 2018, however this building will replace a currently vacant and unused lot with a development that produces jobs and affordable housing. The proposed conditional use permit to increase the maximum allowed height is consistent with the required findings under § 525.340 of the Zoning Code.

1) The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.

The transitional, high-quality building design will be an attractive addition to the built environment along California Street NE. The building design and proposed mix of uses will dramatically improve and activate the pedestrian realm.

The proposed development will not be detrimental to or endanger the public health, safety, comfort or general welfare, and granting the CUP will allow a mixed-use development that is consistent with the goals of Minneapolis 2040. The proposed, infill development on the currently underutilized site will have a positive effect on the health, safety and vitality of the area. The new construction will comply with all building and site development codes.

2) The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property of uses permitted in the district.

This development will not be injurious to the use and enjoyment of other property or impede development and improvement of surrounding property. The height and associated density of the project will provide 164, 100-percent affordable housing units to help meet City goals for increasing housing options in Minneapolis. The proposed height is compatible with and will enhance the existing mixed-use character of the overall area, and production mixed-use redevelopment of this site also is consistent with City goals.

3) Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.

Adequate utilities, access, drainage and other facilities will be provided. Vehicular access to the surface and enclosed parking will be provided from 23rd Avenue NE. Bike parking will be provided internal to the building and on the exterior for resident and production-user use, and two loading zones will be provided in the surface lot on the eastern side of the building. The proposed project will provide the

missing link for the streetscape connection of the California Arts Building to Lowry Ave to the north and provides a necessary addition to improving the public realm and pedestrian experience within the neighborhood. The development team will continue to work with Public Works, Plan Review and Planning staff to comply with City and other applicable requirements.

4) Adequate measures have been or will be taken to minimize traffic congestion in the public streets.

The site is well situated for utilization of alternative modes of transportation due to its location nearby Lowry Ave with multiple bus stops and adjacency to bike trails – the Bottineau Bike Trail is located to the east and Lowry Bikeways are along Lowry Ave nearby and to the north of the site. There is a bike trail proposed at the northeast end of the project that would provide a connection segment to the future-expanded Bottineau Bike Trail. One access point to the project's surface and enclosed parking areas is proposed, so the need for curb cuts required for vehicular use is reduced to only one for the entire project.

5) The conditional use is consistent with the applicable policies of the comprehensive plan.

The future land use for the site in the Minneapolis 2040 Plan is Production Mixed Use. This land use category 'allows both production and nonproduction uses and recognizes that while many buildings in these areas are no longer viable for modern production industries, they are increasingly occupied by a wide variety of uses that contribute to the economic health and diversity of the city.' Residential uses are also allowed as a use in a mixed-use building that provides production space. The proposed mixed-use project incorporates 50 percent-minimum, ground-floor area of production space in the ground floor fronting California Street NE in conformance with the 2040 future land use guidance. In addition to the production space, the ground floor will also include walk-up dwelling units and the residential lobby and amenities.

The 2040 plan introduces built form districts that guide the design of new development, including height. The built form guidance for the site is Corridor 4. New and remodeled buildings in the Corridor 4 district should reflect a variety of building types on both small and moderately sized lots, including on combined lots. Building heights should generally be 1 to 4 stories, and the proposed building height is 6 stories. Requests to exceed 4 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

Corridor 6 is nearby the project site and along Lowry Avenue. Building heights in Corridor 6 should generally be 2 to 6 stories. The project's site serves as a transition between Corridor 6 and Interior 2 (much of which surrounding this project to the west are single-family homes and, to the east, are Corridor 4's light-industrial buildings). Directly adjacent to the south and also guided Corridor 4 as the project's site, the California Arts Building stands at 6 stories tall and an approximate height of 94 feet to top of roof parapet (as measured from Google Earth). The project site is a few hundred feet away from bus stops along Lowry Avenue NE, which is along a high-frequency transit route that is farther from downtown – Metro Transit's bus #11 route.

The applicant believes a taller building with a higher residential density is a reasonable means for further achieving the following Comprehensive Plan goals:

Access to Employment

- Support employment growth downtown and in places well-served by public transportation.

Access to Housing

- Increase the supply of housing and its diversity of location and types.
- Increase housing choice and housing supply by allowing multifamily housing on select public transit routes, with higher densities along high-frequency routes and near METRO stations.

Affordable Housing near Transit and Job Centers

- Create more affordable housing near transit and job centers.

Affordable Housing Production

- Produce housing units that meet the changing needs of Minneapolis residents in terms of unit sizes, housing types, levels of affordability, and locations.

Arts and Creative Spaces, Venues and Districts

- Ensure growth and sustainability in the creative sector economy by providing artists, creative workers, and arts and cultural organizations with the resources and support they need to create and thrive.
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Visual Quality of New Development

- Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements for both large and small projects.
- Allow and encourage a variety of architectural styles.

In summary, this project is modernizing and providing what is needed, based on the local economy of the neighborhood, as a production mixed use will further assist with achieving the Comprehensive Plan goals as outlined above. Per Built Form guidance, this site's proposed height and density can help serve as a transition site between lower-intensity residential uses in adjacent, Interior 2 sites and higher-intensity Corridor 4 and Corridor 6 sites along California Street NE and Lowry Ave NE. This project will act as a missing link, filling a void that better connects the residential neighborhood to the west, the California Arts Building to the south and the mixed-use corridor along Lowry to the north with the traditional industrial uses, railroad tracks, and high-power electrical lines to the east.

6) The conditional use shall in all other respects, conform to the applicable regulations of the district in which it is located.

Upon approval of the submitted applications, the project will conform with the applicable regulations of the Industrial Living Overlay District (ILOD) and the existing I1 Light Industrial District. The proposed conditional use permit to increase the allowed height of the building to 85 feet 4 inches is consistent with the required findings under § 525.340 of the Zoning Code.

Additional factors to be considered when determining the maximum height per 548.110

(1) Access to light and air of surrounding properties.

The project's massing is separated from neighboring properties by large electrical and construction and maintenance easements on the eastern side and, on the northern, western and southern sides, by public right-of-way and zoning setback requirements. On the California Street side, the majority of the building will be set back an additional 60+ feet from the property line.

(2) Shadowing of residential properties, significant public spaces, or existing solar energy systems.

A shadow study has been submitted that shows the degree of shadowing by the project. The study evaluated shadows from the project, and other buildings in the project area, during seasonal milestones including spring equinox, summer solstice, fall equinox, and winter solstice, and at various times of day. Like other buildings in the area, the project will cast long shadows during winter months (particularly during early morning hours), but the effects are mitigated by the speed at which the shadow will move along the landscape. For example, between 9 am and noon in winter, the longest shadow from the project becomes nearly nonexistent within only three hours per the shadow study. No existing solar energy systems are known to be shadowed by the project.

(3) The scale and character of surrounding uses.

The height is compatible with the California Arts Building directly to the south (which has been surveyed at over 98 feet in height, which is approximately 20 feet taller than the proposed 6-story building.) In order to provide an appropriate scale to the western, neighboring properties, the building includes setbacks of the upper stories from the base floor on the western side. The proposed project will improve the area with streetscape improvements, storefront views at the base level and street-level walk-up residential units.

(4) Preservation of views of landmark buildings, significant open spaces or water bodies.

The new apartment building will not block any public views of landmark buildings, significant open spaces or water bodies.

2301 CALIFORNIA STREET NE



2301 California Street NE Minneapolis, MN 55418

2301 California
Street NE
Minneapolis, MN



esg
ARCHITECTURE & DESIGN

500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
P: 612.208.0588 / F: 612.208.0282
www.esgarch.com

I hereby certify that this plan, specification, or
report was prepared by me or under my direct
supervision and that I am a duly licensed architect
under the laws of the State of Minnesota

Signature _____

Typed or Printed Name _____

License # _____ Date _____

**NOT FOR
CONSTRUCTION**

**LAND USE
APPLICATION
(8/21/2020)**

ORIGINAL ISSUE:
07/09/20

REVISIONS:
No. Description Date

220525
PROJECT NUMBER

Author _____
Checked by _____

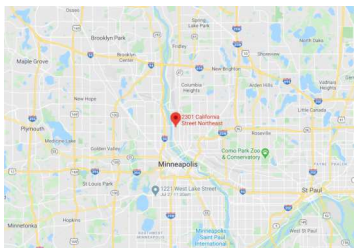
KEY PLAN

2301 California Street NE

TITLE SHEET

T000

PROJECT LOCATION



Vicinity



Site Location

PROJECT TEAM

OWNER/DEVELOPER: LS Black Development (LSBD Minneapolis California, LLC)
1959 Sloan Place, Suite 100
St. Paul, MN 55117
Ph: 952.465.7165
Contact: William Boulay

ARCHITECT: Elness Swenson Graham Architects, Inc.
500 Washington Ave. South, Suite 1080
Minneapolis, MN 55415
Ph: 612-339-5508
Contact: Christine Pecard

CONTRACTOR: LS Black Constructors
1959 Sloan Place, Suite 220
St. Paul, MN 55117
Ph: 651.774.8445
Contact: Casey Thompson

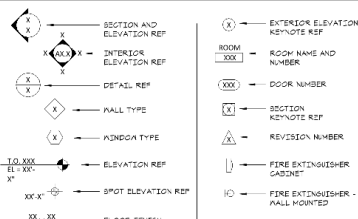
CIVIL ENGINEER: Loucks
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
Ph: 763.424.5505
Contact: Sam Trebesch

LANDSCAPE ARCHITECT: Loucks
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
Ph: 763.424.5505
Contact: Nate Ekhoif

STRUCTURAL ENGINEER: Erickson Roed & Associates
2550 University Avenue West
Suite 423-S
Saint Paul, MN 55114
Ph: 651.251.7570
Contact: John Madden

MEP ENGINEERS: Emanuelson-Podas, Inc.
7705 Bush Lake Road
Edina, MN 55439
Ph: 952.930.0050
Contact: John Nordstrom

SYMBOLS LEGEND



PROJECT METRICS

BUILDING METRICS											
LEVEL	TOTAL GSF	PARKING GSF	STALLS	MIXED USE PRODUCTION	<MEZZ	AMENITY GSF	<MEZZ	APT GSF	<MEZZ	APT RSF	APT UNITS
LEVEL 1	74,971	41,612	107	13,400	4,020	7,265	2,180	4,996	1,499	3,762	4
LEVEL 2	42,750							42,750		36,216	32
LEVEL 3	42,750							42,750		36,216	32
LEVEL 4	42,134							42,134		35,936	32
LEVEL 5	42,134							42,134		35,936	32
LEVEL 6	42,134							42,134		35,936	32
	286,873	41,612	107	13,400	4,020	7,265	2,180	216,898	1,499	184,002	164
TOTAL MIXED USE PRODUCTION= 17,420										RSF/UNIT	1.122
TOTAL AMENITY= 9,445										GSF/UNIT	1.367
TOTAL APT GSF = 218,397										EFFICIENCY	0.848
MIXED USE PRODUCTION PERCENTAGE =											
VEHICULAR PARKING STALLS											
	STRUCTURED	SURFACE	TOTAL								
PRODUCTION	0	18	18								
RESIDENTIAL	107	57	164								
TOTAL	107	75	182								
STALLS PER DWELLING UNIT:			1.00								
BIKE PARKING											
	INTERIOR	EXTERIOR	TOTAL								
PRODUCTION	1	2	3								
RESIDENTIAL	85	8	93								
TOTAL:	86	10	96								
UNIT METRICS											
Level	1	2	3	4	5	6	TOTAL	%	Beds	Avg	Range
1 Bedroom	2	4	4	4	4	4	22	13.41%	22	710	675-770
2 Bedroom	2	14	14	15	15	15	75	45.73%	150	1093	1080-1166
3 Bedroom	0	13	13	12	12	12	62	37.80%	186	1258	1216-1377
3 Bedroom + Den	0	1	1	1	1	1	5	3.05%	15	1677	1677
	4	32	32	32	32	32	164	100.00%	358	1122	

2301 California
Street NE
Minneapolis, MN



500 Washington Avenue South, Suite 1000
Minneapolis, MN 55415
p 612.239.5588 f 612.239.5382
www.escgarch.com

I hereby certify that this plan, specification, or
report was prepared by me or under my direct
supervision and that I am a duly licensed

Professional Engineer under the laws of the
State of Minnesota

Signature
Samuel R. Trebush, PE
Typed or Printed Name
Scale 1/2"=20'-0"

LOUCIS
PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
7200 Humboldt Lane, Suite 300
Maple Grove, MN 55557
763.424.3505
www.louisinc.com
LOUCIS PROJECT NO. 22025

**NOT FOR
CONSTRUCTION**

LAND USE
APPLICATION

08/21/2020

ORIGINAL ISSUE:

REVISIONS:
No. Description Date

220525

PROJECT NUMBER

MDP/ART/DO SET

DRAWN BY CHECKED BY



CALL BEFORE YOU DIG
Gopher State One Call
TOLL FREE: 1-800-252-1868

WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS
OF ALL EXISTING UTILITIES. THEY SHALL COORDINATE WITH ALL UTILITY
COMPANIES IN MARKING THEIR SERVICE AND/OR RELOCATION OF
LINES.
THE CONTRACTOR SHALL CONTACT Gopher State One Call AT
LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF
ALL UNDERGROUND UTILITIES. CONCRETE, CONCRETE, REINFORCED
CONCRETE, OR OTHER BURIED STRUCTURES SHOULD BE TAGGED. THE
CONTRACTOR SHALL BE RESPONSIBLE FOR THE DAMAGE WHEN EXCAVATED
DURING CONSTRUCTION AT ALL COST TO THE OWNER.

NOTE:
EXISTING CONDITIONS
INFORMATION SHOWN IS FROM
A ALTA/NSPS LAND TITLE
SURVEY PREPARED BY LOUCIS,
DATED MAY, 2020.

0 20 40
SCALE IN FEET

STAMP AREA

- LEGEND**
- | | |
|---|---------------------------|
| ● FOUND OPEN BOTTOM MONUMENT
UNLESS SHOWN OTHERWISE | — STORM SEWER |
| ○ SET TO BENCH MARK FROM
MEASUREMENT MARKED TO 1/4"=1' | — SANITARY SEWER |
| ○ CATCH BASIN | — SANITARY SEWER SERVICE |
| ○ STORM MANHOLE | — WATER SERVICE |
| ○ SANITARY MANHOLE | — UNDERGROUND ELECTRIC |
| — HIGHWAY | — UNDERGROUND FIBER OPTIC |
| — GATE VALVE | — UNDERGROUND GAS |
| — ELECTRIC TRANSFORMER | — UNDERGROUND TELEPHONE |
| — ELECTRIC METER | — OVERHEAD UTILITY |
| — GAS METER | — CHAIN LINK FENCE |
| — GUY WIRE | — CONCRETE CURB |
| — HANDHOLE | — RETAINING WALL |
| — LIGHT POLE | — CONCRETE |
| — POWER POLE | — NO PARKING |
| — TELEPHONE pedestal | — EXISTING BUILDING |
| — PARKING STALL COUNT | — CONDUIT |
| — SCHEDULE # ITEM | — SPOT ELEVATION |
| | — TREE LINE |
| | — CONTIGUOUS TREE |
| | — DEADWOOD TREE |
| | — ASP |
| | — GRAVEL |
| | — TREE SIGN |

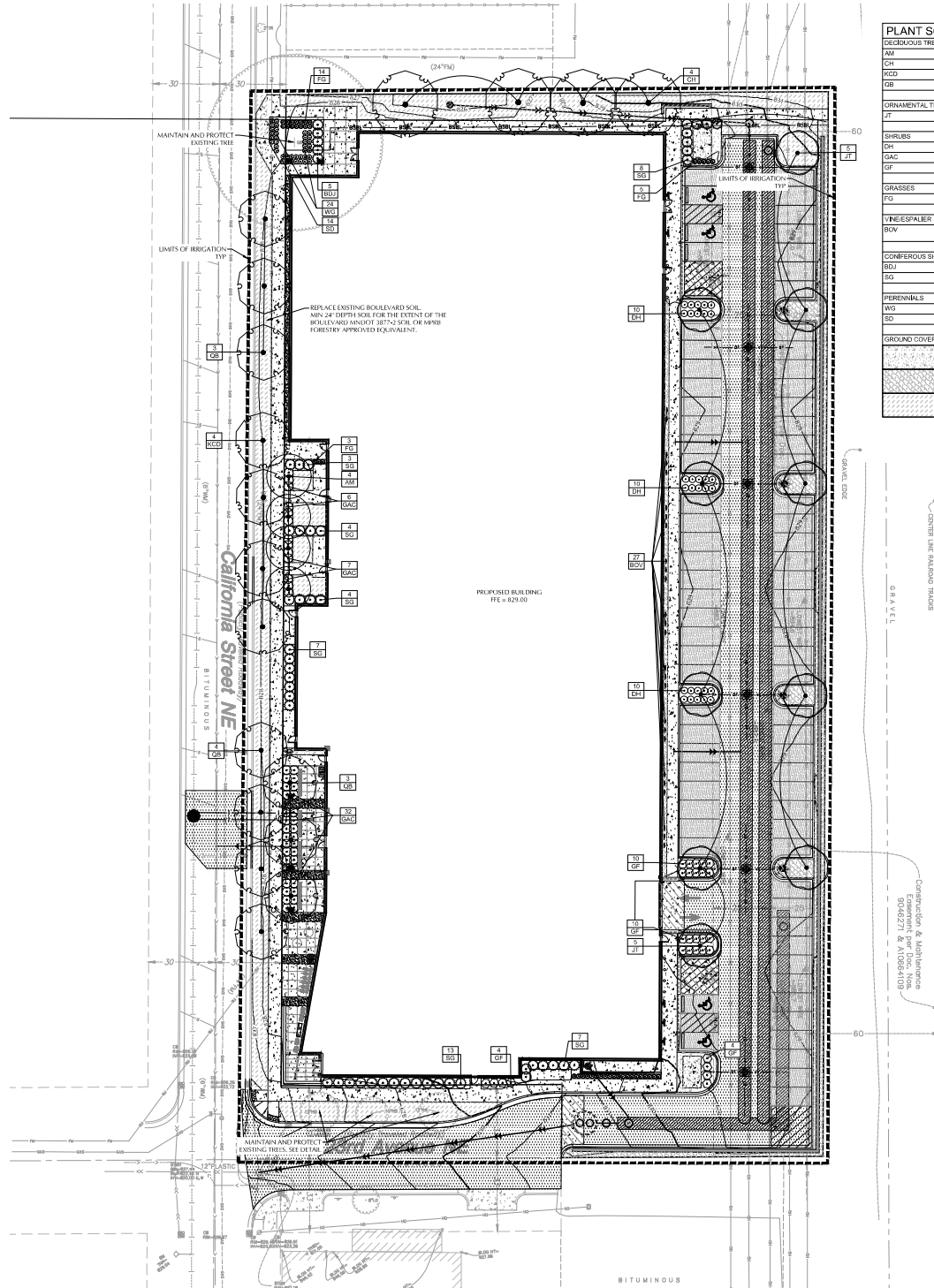
NORTH MOTOR LINE ADDITION TO MINNEAPOLIS

California Street NE

23rd Avenue NE

BURLINGTON NORTHERN SANTA FE RAILWAY





PLANT SCHEDULE					
DECIDUOUS TREES	QTY	COMMON NAME	BOTANICAL NAME	CONT	SIZE
AM	4	ARMSTRONG MAPLE	Acer Armstrongii	8 & B	2.5' Cal
CH	4	COMMON HAZELBERRY	Cornus canadensis	8 & B	2.5' Cal
KCD	4	KENTUCKY COFFEE TREE DECAD	Gymnocladus dioica 'Mokko' (hardwood)	8 & B	2.5' Cal
CB	16	SWAMP WHITE OAK	Quercus bicolor	8 & B	2.5' Cal
ORNAMENTAL TREES	QTY	COMMON NAME	BOTANICAL NAME	CONT	SIZE
JT	16	JAPANESE TREE LILAC	Syringa reticulata	8 & B	1.5' Cal
SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	MIN CONT	MIN SIZE
DB	30	DWARF BUSH HONEYSUCKLE	Diervilla lonicera	5 gal	18" HOT
GAC	45	GREEN MOUND ALPINE CURRANT	Ribes alpinum 'Green Mound'	5 gal	24" HOT
OF	28	ORIOLE FRAGRANT SUMAC	Rhus aromatica 'Oro-Low'	5 gal	24" SPED
GRASSES	QTY	COMMON NAME	BOTANICAL NAME	MIN CONT	MIN SIZE
FG	42	FEATHER REED GRASS	Calamagrostis x acutiflora 'Karl Foerster'	1 gal	24" o.c.
PERENNIALS	QTY	COMMON NAME	BOTANICAL NAME	MIN CONT	MIN SIZE
BOV	28	BOSTON IVY PLANT AS SHOWN ON PLAN	Parthenocissus vitacea	2 gal	24" o.c.
CONIFEROUS SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	MIN CONT	MIN SIZE
BDJ	5	BLUEBERRY DELIGHT JUNIPER	Juniperus communis depressa 'Am'Den'	5 gal	18" SPED
SG	46	SEA GREEN JUNIPER	Juniperus horizontalis 'Sea Green'	5 gal	18" SPED
PERENNIALS	QTY	COMMON NAME	BOTANICAL NAME	MIN CONT	MIN SIZE
WG	24	ROZANNE GERANIUM	Geranium 'Rozanne'	1 gal	24" o.c.
SD	14	STELLA DE ORO DANIELLY	Hemerocallis x 'Stella de Oro'	1 gal	24" o.c.
GROUND COVERS	CODE	COMMON NAME	BOTANICAL NAME		
SM 1		STONE MULCH W/SHED (GREY TRAP ROCK 2.5" DEPTH OVER FABRIC)			
SM 2		STONE RIP RAP (GREY TRAP ROCK 18" RIP RAP 1/2" - 1 1/2" OVER FABRIC)			
SOD		TURF SOD			

LANDSCAPE REQUIREMENTS

SITE SPACE NOT OCCUPIED BY BUILDINGS

45,410 SF
LANDSCAPE AREA REQUIRED WITHIN SITE SPACE (MIN 20 PERCENT)

9,110 SF
LANDSCAPE AREA PROVIDED

9,117 SF

ONE TREE PER 500SF OF LANDSCAPED AREA

TREES REQUIRED = 18

TOTAL TREES PROVIDED = 22 (NOT INCLUDING BOULEVARD TREES)

ONE SHRUB PER 100SF OF LANDSCAPED AREA

SHRUBS REQUIRED = 91

TOTAL SHRUBS PROVIDED = 154

PARKING LOT LANDSCAPING

SCREENING: NOT REQUIRED
PARKING STALLS ARE LOCATED WITHIN 50' OF A DECIDUOUS TREE

GENERAL NOTES:

CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID. HE SHALL INSPECT SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.

VERIFY LAYOUT AND ANY DIMENSIONS SHOWN AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT ANY DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN AND/OR INTENT OF THE PROJECT'S LAYOUT.

ASSURE COMPLIANCE WITH ALL APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK OR MATERIALS SUPPLIED.

CONTRACTOR SHALL PROTECT ALL EXISTING ROADS, CURBS/GUTTERS, TRAILS, TREES, LAWNS AND SITE ELEMENTS DURING PLANTING OPERATIONS. ANY DAMAGE TO SAME SHALL BE REPAIRED AT NO COST TO THE OWNER.

CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF ALL UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION MATERIAL INSTALLATION BEGINS MINIMUM 10' OF CLEARANCE.

ALL UNDERGROUND UTILITIES SHALL BE LAID SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF ANY EXISTING TREES TO REMAIN.

EXISTING CONTOURS, TRAILS, VEGETATION, CURB/GUTTER AND OTHER EXISTING ELEMENTS BASED UPON INFORMATION SUPPLIED TO LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY ANY AND ALL DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.

THE ALIGNMENT AND GRADES OF THE PROPOSED WALKS, TRAILS AND/OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. ANY CHANGE IN ALIGNMENT MUST BE APPROVED BY LANDSCAPE ARCHITECT.

CITY OF MINNEAPOLIS NOTES

ALL WORK SHALL BE COORDINATED WITH THE CITY OF MINNEAPOLIS, PUBLIC WORKS DEPARTMENT RELATED TO PLANTING, REMOVAL OR THE PROCESS FOR PROTECTION OF TREES DURING CONSTRUCTION IN THE CITY RIGHT OF WAY. PLEASE CONTACT CRAG PINALLA (612)495-0231 crag.pinalla@minneapolis.gov



CALL BEFORE YOU DIG
Gopher State One Call
THE CITY OF MINNEAPOLIS
TOLL FREE: 1-800-552-1666



WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MARKING THEIR SINKS AND/OR REDUCTIONS OF LINES.
THE CONTRACTOR SHALL LOCATE UTILITIES PRIOR TO ANY WORK AT A MINIMUM OF 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WATERS, POWER, GAS, TELEPHONE, CABLE, SATELLITE, OR OTHER BURIED STRUCTURES BEFORE BEGINNING. THE CONTRACTOR SHALL MARK OR REVEAL THE WORK AREA UNOCCUPIED DURING CONSTRUCTION AT NO COST TO THE OWNER.

2301 California
Street NE
Minneapolis, MN



500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
612.339.5558 / 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota

Signature
Nathan W. Ekhoff, L.A.
Typed or Printed Name
Nathan W. Ekhoff
Date
02/05/2020
License #
00000000



PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
7200 Hennepin Lane, Suite 300
Maple Grove, MN 55558
763.424.3505
www.loucks.com
LOUCKS PROJECT NO. 20225

NOT FOR CONSTRUCTION

LAND USE APPLICATION

08/21/2020

ORIGINAL ISSUE:

REVISIONS:
No. Description Date

220525

PROJECT NUMBER

DATE DRAWN BY DATE CHECKED BY

2301 California Street NE

LANDSCAPE PLAN

L101

LANDSCAPE INSTALLATION:

COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE. NO PLANTING WILL BE INSTALLED UNTIL COMPLET GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA. WHERE SOODEED ARJTS AVEED SURFACES, FINISHED GRADE OF SOODEED SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SAIL, CURB, ETC.

ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN, UNLESS NOTED OTHERWISE. DECIDUOUS SHRUBS SHALL HAVE AT LEAST 3 CANES AT THE SPECIFIED SHRUB HEIGHT. ORNAMENTAL TREES SHALL HAVE NO Y-CUTS OR FLATS. BRANCHING NO LOWER THAN 7' ABOVE ROOT BALL. STREET AND BOULEVARD TREES SHALL BEGAIN BRANCHING NO LOWER THAN 6' ABOVE FINISHED GRADE.

ANY CONIFEROUS TREE PREVIOUSLY PRUNED FOR CHRISTMAS TREE SALES SHALL NOT BE USED. ALL CONIFEROUS TREES SHALL BE FULL FORM, NATURAL, TO THE SPECIES, WITHOUT PRUNING.

PLAN TAKES PRECEDENCE OVER PLANT SCHEDULE IF DISCREPANCIES IN QUANTITIES EXIST. SPECIFICATIONS TAKE PRECEDENCE OVER NOTES.

ALL PROPOSED PLANTS SHALL BE LOCATED AND STAGED AS SHOWN ON PLAN. LANDSCAPE ARCHITECT MUST APPROVE ALL STAGING OF PLANT MATERIAL PRIOR TO ANY AND ALL DIGGING.

NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS REQUESTED BY THE LANDSCAPE ARCHITECT BY THE LANDSCAPE CONTRACTOR PRIOR TO THE SUBMISSION OF A BID AND/OR QUOTATION.

ADJUSTMENTS IN LOCATION OR PROPOSED PLANT MATERIALS MAY BE NEEDED IN FIELD. SHOULD AN ADJUSTMENT BE ADVISED, THE LANDSCAPE ARCHITECT MUST BE NOTIFIED.

ALL PLANT MATERIALS SHALL BE FERTILIZED UPON INSTALLATION WITH DRIED BIRD MANURE, OTHER APPROVED FERTILIZER MIXED IN WITH THE PLANTING SOIL PER THE MANUFACTURER'S INSTRUCTIONS OR MAY BE TREATED FOR SUMMER AND FALL INSTALLATION WITH AN APPLICATION OF GRANULAR GRADE-OF 1/2 OZ PER 2" CALIBER TREE AND 1/4 OZ PER SHRUB WITH AN ADDITIONAL APPLICATION OF 1/4 OZ IN THE FOLLOWING SPRING IN THE TREE SAUCER.

ALL PLANTING AREAS RECEIVING GROUND COVER, PERENNIALS, ANNUALS, AND/OR VINES SHALL RECEIVE A MINIMUM OF 1" DEPTH OF PLANTING SOIL CONSISTING OF AT LEAST 45 PARTS TOPSOIL, 45 PARTS PEAT OR MANURE, AND 10 PARTS SAND.

ALL PLANTS TO BE INSTALLED AS PER PLANTING DETAILS.

WRAPPING MATERIAL SHALL BE CORRUGATED PVC PIPING 1" GREATER IN CALIBER THAN THE TREE BEING PROTECTED OR QUALITY, HEAVY, WATERPROOF CROPE PAPER MANUFACTURED FOR THIS PURPOSE. WRAP ALL DECIDUOUS TREES PLANTED IN THE FALL PRIOR TO 12-1 AND REMOVE ALL WRAPPING AFTER 5-1.

BLACK METAL EDGER TO BE USED TO CONTAIN SHRUBS, PERENNIALS, AND ANNUALS WHERE BED MEETS SOODEED UNLESS NOTED OTHERWISE.

ALL SHRUB BED MASSINGS TO RECEIVE 7" DEEP SHREDED HARDWOOD MULCH AND FREE MAY WEED BARRIER.

ALL TREES NOT IN PLANTING BEDS TO RECEIVE 4" DIA. TREE RING WITH 4" DEEP SHREDED HARDWOOD MULCH. NO MULCH IN DIRECT CONTACT WITH TREE TRUNK.

ALL ANNUAL AND PERENNIAL PLANTING BEDS TO RECEIVE 7" DEEP SHREDED HARDWOOD MULCH WITH NO WEED BARRIER. SPREAD GRANULAR PRE-EMERGENT HERBICIDE (PREN OR EQUIVALENT) MANUFACTURERS RECOMMENDATIONS UNDER ALL MULCH AREAS. MAINTENANCE STRIPS TO HAVE EDGER AND MULCH AS SPECIFIED/INDICATED ON DRAWING OR IN SPECIFICATION.

IF THE LANDSCAPE CONTRACTOR IS CONCERNED OR PERCEIVES ANY DEFICIENCIES IN THE PLANT SELECTIONS, SOIL CONDITIONS OR ANY OTHER SITE CONDITION WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR GUARANTEE, HE MUST BRING THESE DEFICIENCIES TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO PRECIPITANT AND/OR INSTALLATION.

CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST FOR THE OWNER ACCEPTANCE INSPECTION OF ALL LANDSCAPE AND SITE IMPROVEMENTS.

CONTRACTOR IS RESPONSIBLE FOR ON-GOING MAINTENANCE OF ALL NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE. ANY ACTS OF VANDALISM OR DAMAGE WHICH MAY OCCUR PRIOR TO OWNER ACCEPTANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL PROVIDE THE OWNER WITH A MAINTENANCE PROGRAM INCLUDING, BUT NOT NECESSARILY LIMITED TO: PRUNING, FERTILIZATION AND DISEASE/PEST CONTROL.

CONTRACTOR SHALL GUARANTEE NEW PLANT MATERIAL THROUGH ONE CALENDAR YEAR FROM THE DATE OF OWNER ACCEPTANCE.

WARRANTY (ONE FULL GROWING SEASON) FOR LANDSCAPE MATERIALS SHALL BEGIN ON THE DATE OF ACCEPTANCE BY THE LANDSCAPE ARCHITECT AFTER THE COMPLETION OF PLANTING OF ALL LANDSCAPE MATERIALS. NO PARTIAL ACCEPTANCE WILL BE CONSIDERED.

REPRODUCIBLE AS-BUILT DRAWINGS OF ALL LANDSCAPE INSTALLATION AND SITE IMPROVEMENTS UPON COMPLETION OF CONSTRUCTION INSTALLATION AND PRIOR TO PROJECT ACCEPTANCE.

UNLESS NOTED OTHERWISE, THE APPROPRIATE DATES FOR SPRING PLANT MATERIAL INSTALLATION AND SEEDING/PLACEMENT IS FROM THE TIME GROUND HAS THAWED TO JUNE 15.

FALL SEEDING IS GENERALLY ACCEPTABLE FROM AUGUST 15 - NOVEMBER 15. FALL SEEDING FROM AUGUST 15 - SEPTEMBER 15, DORMANT SEEDING IN THE FALL SHALL NOT OCCUR PRIOR TO NOVEMBER 15. PLANTING OUTSIDE THESE DATES IS NOT RECOMMENDED. ANY ADJUSTMENT MUST BE APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT.

CONIFEROUS PLANTING MAY OCCUR FROM AUGUST 15 - OCTOBER 1 AND FALL DECIDUOUS PLANTING FROM THE FIRST FROST UNTIL NOVEMBER 15. PLANTING OUTSIDE THESE DATES IS NOT RECOMMENDED. ANY ADJUSTMENT MUST BE APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT.

PROTECT ALL EXISTING OAKS ON SITE SCHEDULED TO REMAIN. IF EXISTING OAKS ARE DAMAGED IN ANY MANNER, ABOVE OR BELOW GROUND IN THE ROOT SYSTEM, AN ASPHALT TREE PRUNING PAINT SHOULD BE APPLIED IMMEDIATELY AFTER WORKING. OAKS ARE NOT TO BE PRUNED, REMOVED OR TRANSPLANTED BETWEEN APRIL 15 AND JULY 1. NOTIFY LANDSCAPE ARCHITECT IF THESE DATES ARE UNAVAILABLE.

LANDSCAPE CONTRACTOR SHALL ESTABLISH TO HIS SATISFACTION THAT SOIL AND COMPACTION CONDITIONS ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AT AND AROUND THE BUILDING SITE.

IRRIGATION NOTES:

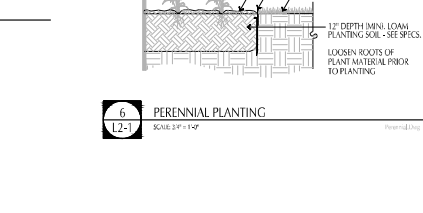
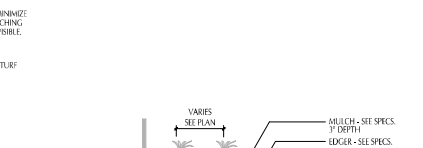
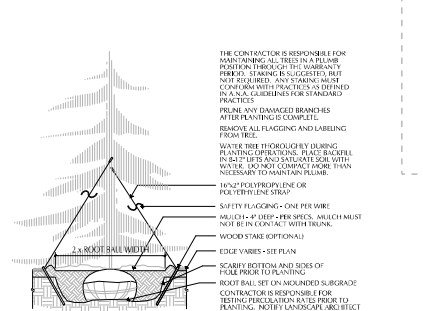
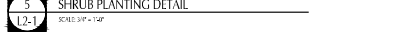
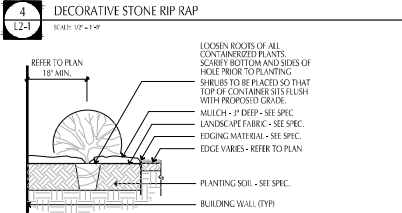
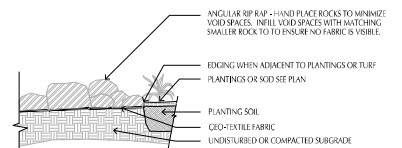
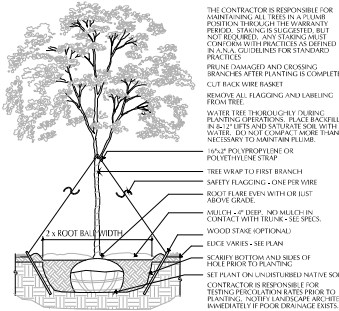
VERIFY EXISTING/PROPOSED IRRIGATION SYSTEM LAYOUT AND CONFIRM COMPLETE LIMITS OF IRRIGATION PRIOR TO SUPPLYING SHOP DRAWINGS.

LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN IRRIGATION LAYOUT PLAN AND SPECIFICATION AS A PART OF THE SCOPE OF WORK WHEN BUILDING. THESE SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ORDER AND/OR INSTALLATION. IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL SOODEED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ADJACENT BUILDING FOOTPRINTS.

THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN IRRIGATION SCHEDULE APPROPRIATE TO THE PROJECT SITE CONDITIONS AND TO PLANT MATERIAL GROWTH REQUIREMENTS.

IRRIGATION SYSTEM IS NOT TO SPRINKLE ACROSS PAVEMENT. THE SYSTEM SHALL INCORPORATE A RAIN SENSOR INTO IRRIGATION SYSTEM.

PLANTINGS OUTSIDE THE LIMITS OF IRRIGATION ARE TO BE WATERED REGULARLY UNTIL PLANTING/SOODEED HAS BEEN ESTABLISHED.



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Signature
Nathan W. Ekhoff, L.A.
Typed or Printed Name
Date
License #

LOUCKS
PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
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Maple Grove, MN 55369
763.424.3505
www.loucks.com
LOUCKS PROJECT NO. 2025

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LAND USE APPLICATION

08/21/2020

ORIGINAL ISSUE:

REVISIONS:
No. Description Date

220525

PROJECT NUMBER

DRAWN BY: DATE CHECKED BY:

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LANDSCAPE DETAILS

L201

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PURCHASER

Author Checker

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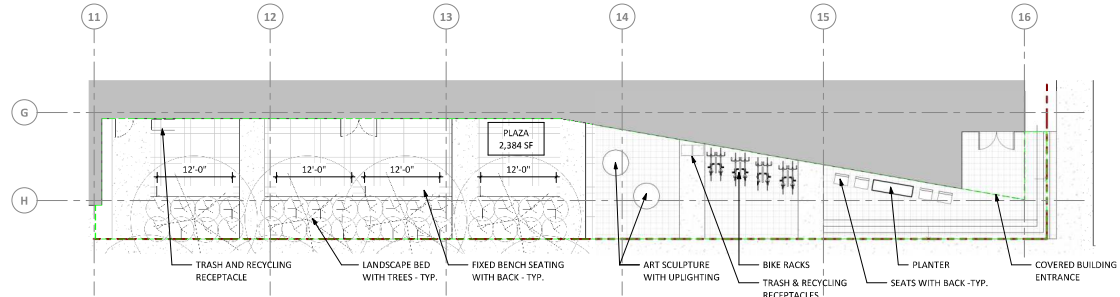
KEY PLAN

2301 California Street NE

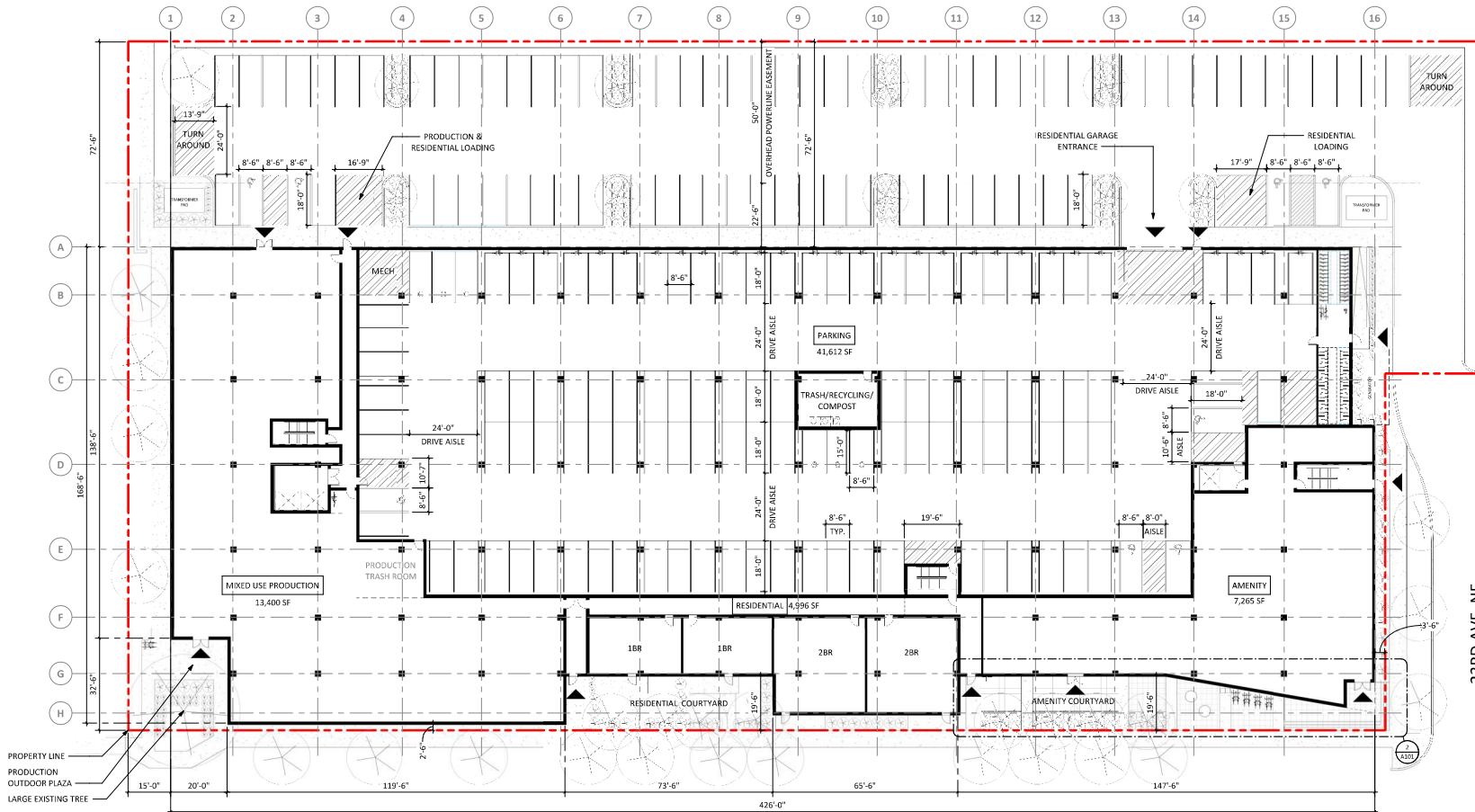
SITE / LEVEL 1 PLAN

A101

PLAZA REQUIREMENTS	
SEATING:	
• MIN. (1) LINEAR FOOT OF SEATING FOR EACH (30) SF OF PLAZA AREA. 2,384 SF / 30 SF = 41 LINEAR FEET OF SEATING REQUIRED.	
• MIN. 50% OF SEATING TO BE FIXED.	
• MIN. 50% OF SEATING TO BE SEATING WITH A BACK.	
• MIN. OF TWO TYPES OF SEATING.	
PLANTING:	
• MIN. (1) TREE FOR EACH (1,000 SF) OF PLAZA AREA OR LANDSCAPE AREA EQUIVALENT TO 10% OF TOTAL PLAZA AREA TO BE PROVIDED.	
• 2,384 / 1,000 = 2.384 = 3 TREES REQUIRED.	
AMENITIES:	
• ONE AMENITY TO BE PROVIDED FOR PLAZA UNDER 5,000 SF.	
TRASH RECEPTACLES:	
• MINIMUM OF (1) TRASH AND (1) RECYCLING RECEPTABLE SHALL BE PROVIDED FOR EACH 2,000 SF OF PLAZA AREA. 2,384 SF / 2,000 SF = 1.192 = 2 TRASH / 2 RECYCLING RECEPTABLES REQUIRED.	



2 PLAZA PLAN
1/8" = 1'-0"



CALIFORNIA ST. NE



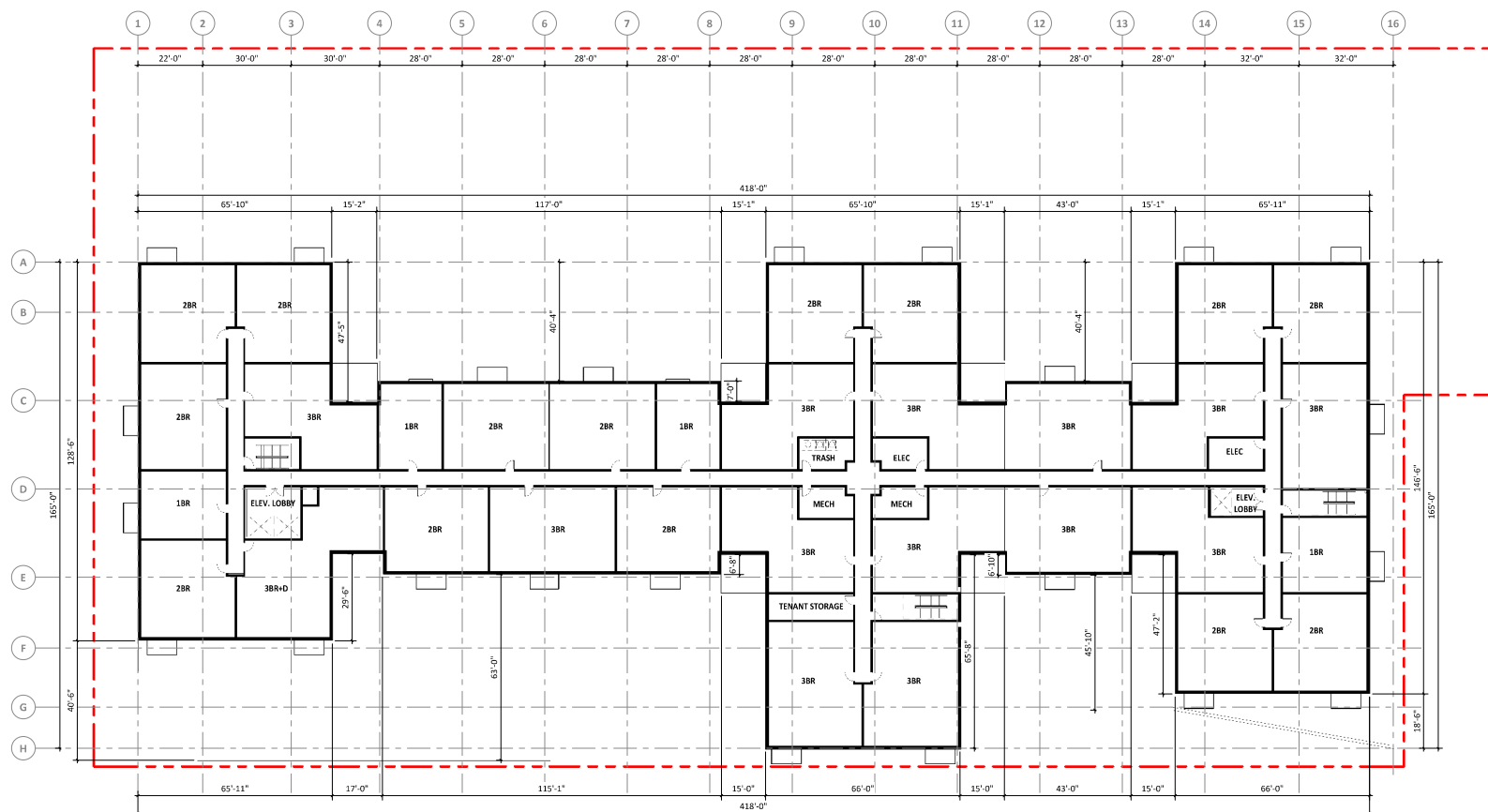
1 SITE / LEVEL 1 PLAN
1/16" = 1'-0"

8/21/2020 9:26:34 AM

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LEVEL 2-3 PLAN

A102



1 LEVEL 2-3 PLAN
A102 1/16" = 1'-0"

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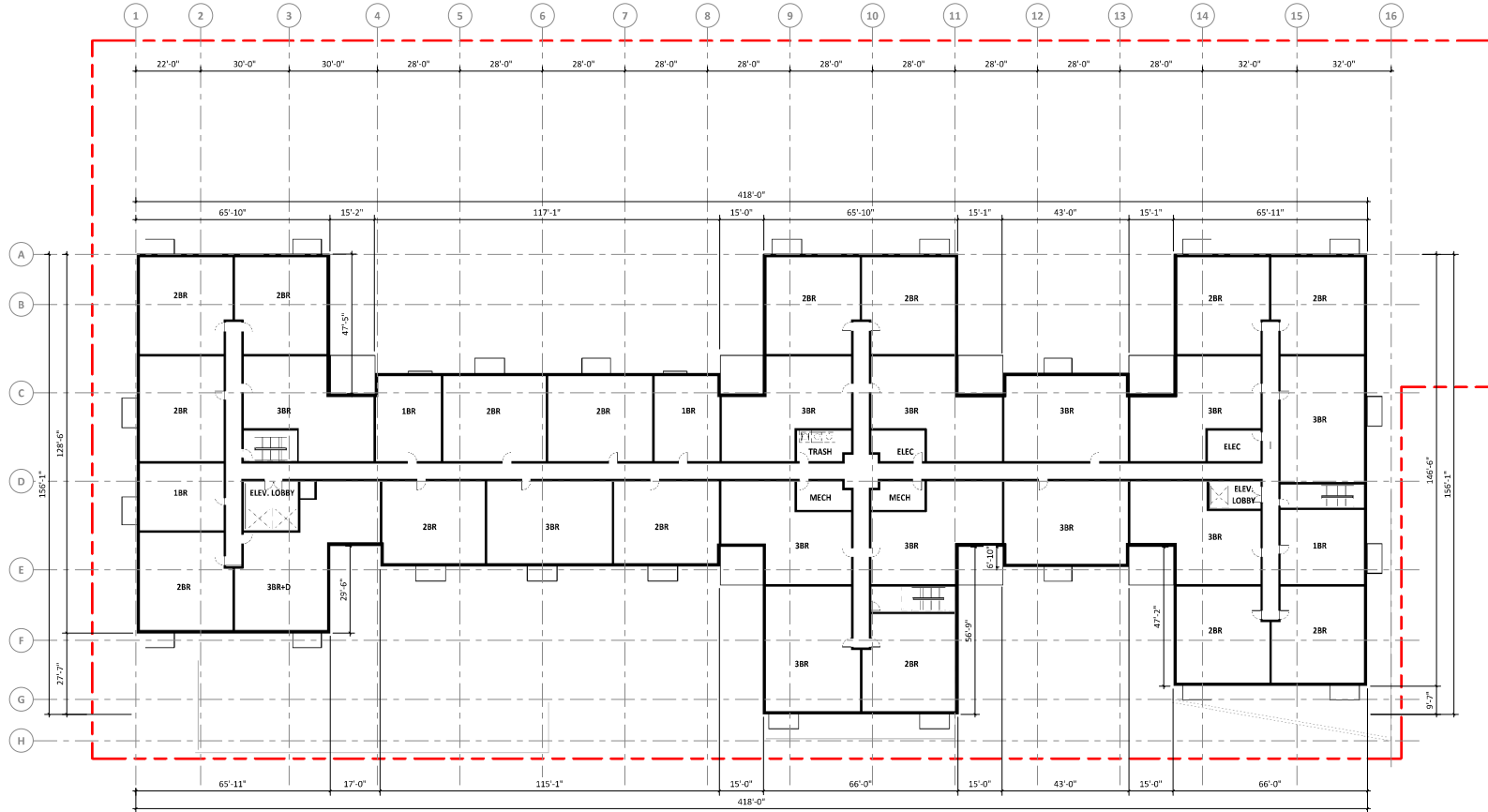
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KEY PLAN

2301 California Street NE

LEVEL 4-6 PLAN

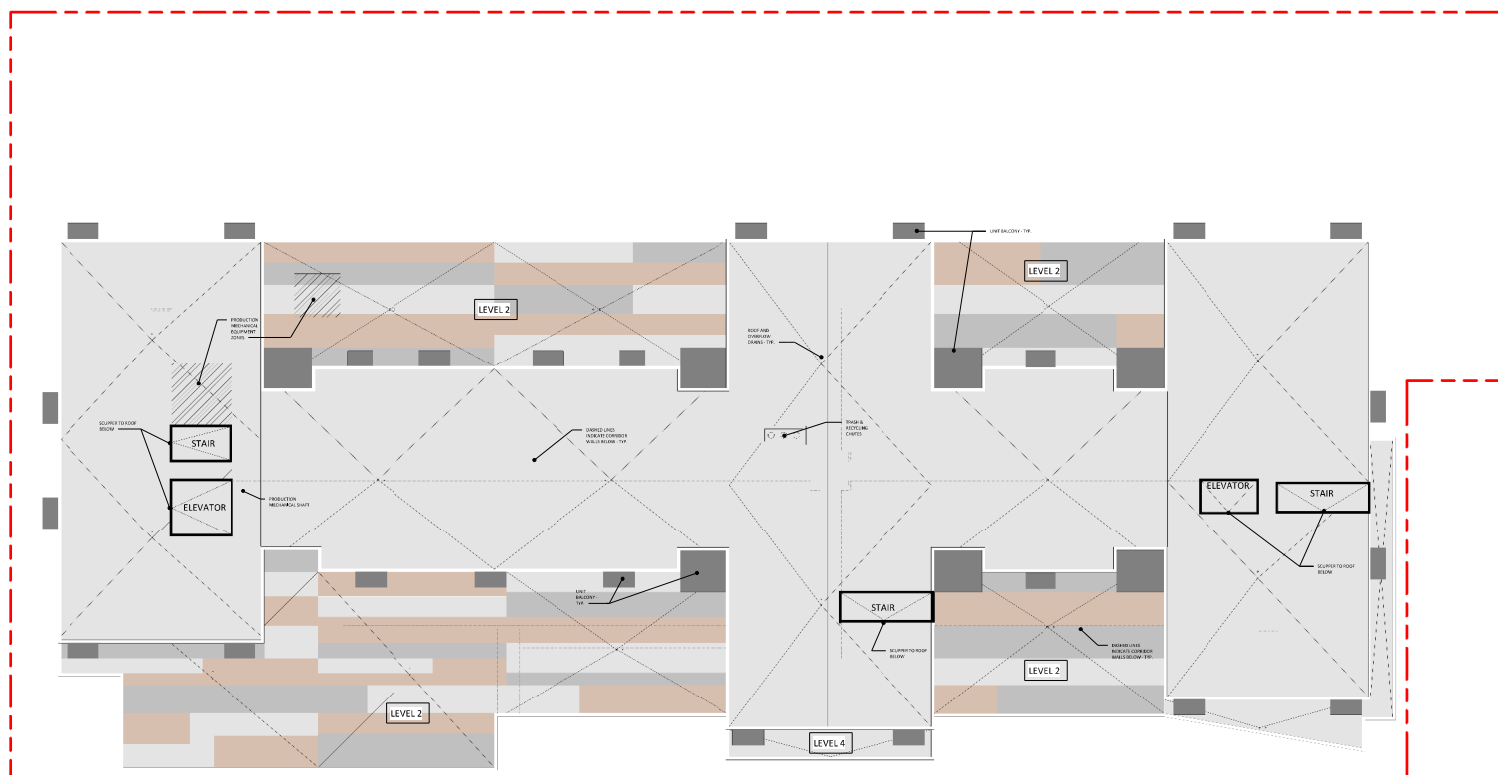
A103



LEVEL 4-6 PLAN
A103 1/8" = 1'-0"

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CONSTRUCTION

A104



1 BP-ROOF - LUA
A10C 1/16" = 1':0"

8/21/2020 3:26:41 PM



MATERIAL COUNTS - OVERALL				
	NORTH	SOUTH	EAST	WEST
Brick 1	4%	23%	3%	11%
Brick 2	42%	0%	7%	9%
Fiber Cement Siding 1	0%	15%	8%	2%
Fiber Cement Siding 2	0%	0%	0%	7%
Fiber Cement Siding 3	12%	12%	19%	19%
Fiber Cement Panel	0%	0%	11%	0%
Burnished CMU	0%	2%	10%	0%
Rock-Face CMU	0%	0%	9%	0%
Metal Panel 1	9%	9%	13%	9%
Metal Panel 2	3%	6%	1%	5%
Glass	31%	32%	18%	37%
	100%	100%	100%	100%

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KEY PLAN

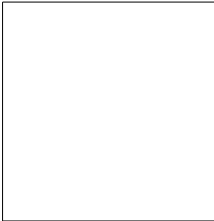
2301 California Street NE

EXTERIOR ELEVATIONS

A300

MATERIAL COUNTS - OVERALL

	NORTH	SOUTH	EAST	WEST
BRICK 1	4%	23%	3%	10%
BRICK 2	37%	0%	6%	8%
BRICK 3	1%	0%	0%	0%
FIBER CEMENT SIDING 1	0%	15%	6%	2%
FIBER CEMENT SIDING 2	0%	1%	0%	7%
FIBER CEMENT SIDING 3	10%	11%	16%	17%
FIBER CEMENT PANEL	0%	0%	10%	0%
BURNISHED CMU	0%	2%	9%	0%
ROCK-FACE CMU	0%	0%	8%	0%
METAL PANEL 1	11%	12%	13%	13%
METAL PANEL 2	1%	5%	0%	4%
ART WALL	2%	0%	0%	0%
GLASS	34%	31%	27%	37%
LOUVER	1%	1%	1%	1%



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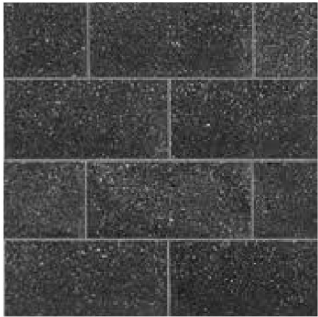
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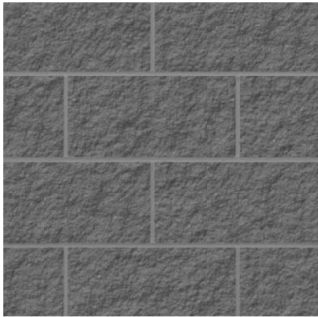
BRICK #1
COLOR: BLUFF



BRICK #2
COLOR: CORANADO / FRENCH / GREY GRANITE MIX



CMU #1
BURNISHED BLOCK



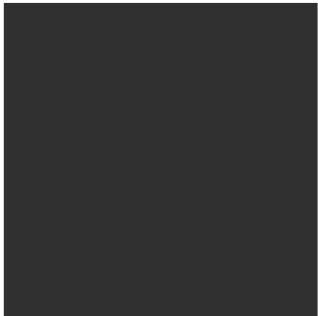
CMU #2
ROCK FACE BLOCK



CEMENTITIOUS SIDING #1
COLOR: TO MATCH BRICK #1



CEMENTITIOUS SIDING #2
COLOR: TO MATCH BRICK #2



CEMENTITIOUS SIDING #3
COLOR: IRON GRAY



CEMENTITIOUS PANEL #1
COLOR: TO MATCH BRICK #2



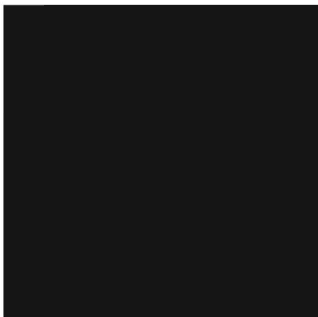
METAL PANEL #1 (ACM PANEL) AND METAL PANEL #2 (METAL PANEL)
COLOR: BLACK



STOREFRONT SYSTEM
COLOR: BLACK



STOREFRONT INFILL AND SOFFIT AT RESIDENTIAL ENTRANCE
FINISH: IPE OR WOOD LOOK METAL PANEL



WINDOW FRAMES
COLOR: BLACK

LAND USE
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EXTERIOR MATERIALS
A400

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KEY PLAN

2301 California Street NE

PERSPECTIVE VIEW
A500



CALIFORNIA STREET VIEW - NW CORNER - OUTDOOR PLAZA AT PRODUCTION ENTRANCE

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KEY PLAN

2301 California Street NE
PERSPECTIVE VIEW
A501



CALIFORNIA STREET VIEW - WALK UP DWELLING UNITS

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KEY PLAN

2301 California Street NE

PERSPECTIVE VIEW

A502



CALIFORNIA STREET VIEW - SW CORNER - RESIDENTIAL LOBBY ENTRANCE AND OUTDOOR AMENITY PLAZA

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KEY PLAN

2301 California Street NE

PANORAMA STREET VIEW

A503

PANORAMA VIEW - EXISTING



LOOKING EAST

LOOKING SOUTH

LOOKING WEST

PANORAMA VIEW - PROPOSED



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KEY PLAN

2301 California Street NE

PERSPECTIVE VIEW
A504



BIRDSEYE VIEW AT TRACKS

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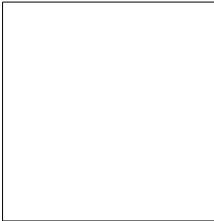
KEY PLAN

2301 California Street NE

PERSPECTIVE VIEW
A505



BIRDSEYE VIEW ALONG CALIFORNIA STREET



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PEDESTRIAN VIEW ALONG CALIFORNIA STREET

LAND USE APPLICATION
(8/21/2020)

ORIGINAL ISSUE:
08/21/20

REVISIONS:
No. Description Date

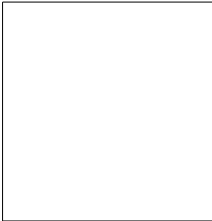
220525
PROJECT NUMBER

Author: _____
Checked by: _____

KEY PLAN

2301 California Street NE

PERSPECTIVE VIEW
A506



2301 California
Street NE
Minneapolis, MN



esg
ARCHITECTURE & DESIGN

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I hereby certify that this plan, specification, or
report was prepared by me or under my direct
supervision and that I am a duly licensed architect
under the laws of the State of Minnesota

Signature _____

Typed or Printed Name _____

License # _____ Date _____

**NOT FOR
CONSTRUCTION**

LAND USE
APPLICATION
(8/21/2020)

ORIGINAL ISSUE:
08/17/20

REVISIONS:
No. Description Date

220525
PROJECT MANAGER
Author Checker
DRAWN BY CHECKED BY

KEY PLAN

2301 California Street NE

SHADOW STUDIES
A600



DECEMBER 21, 9AM



MARCH/SEPTEMBER 9AM



JUNE 21, 9AM



DECEMBER 21, 12PM



MARCH/SEPTEMBER 12PM



JUNE 21, 12PM



DECEMBER 21, 3PM



MARCH/SEPTEMBER 3PM



JUNE 21, 3PM

TRAVEL DEMAND MANAGEMENT PLAN



STS

Swing Traffic Solutions

2301 California Street NE

in

MINNEAPOLIS, MN

September 14, 2020

Travel Demand Management Plan

For
2301 California Street NE
Minneapolis, MN

Swing Traffic Solutions, LLC Project No. 2020025

September 14, 2020

I hereby certify that this plan, specification, or report was prepared by me, or under my direct supervision, and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota:

A handwritten signature in blue ink, appearing to read 'Vernon E. Swing'.

Vernon E. Swing, PE

Date: September 14, 2020 Lic. No.: 41417

Travel Demand Management Plan

For
2301 California Avenue
Minneapolis, MN

September 14, 2020

Prepared For:

LS Black Development
1959 Sloan Place, Suite 100
St Paul, MN 55117

Prepared By:

Swing Traffic Solutions, LLC
4290 Norwood Lane North
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Swing Traffic Solutions, LLC
Project # 2020025

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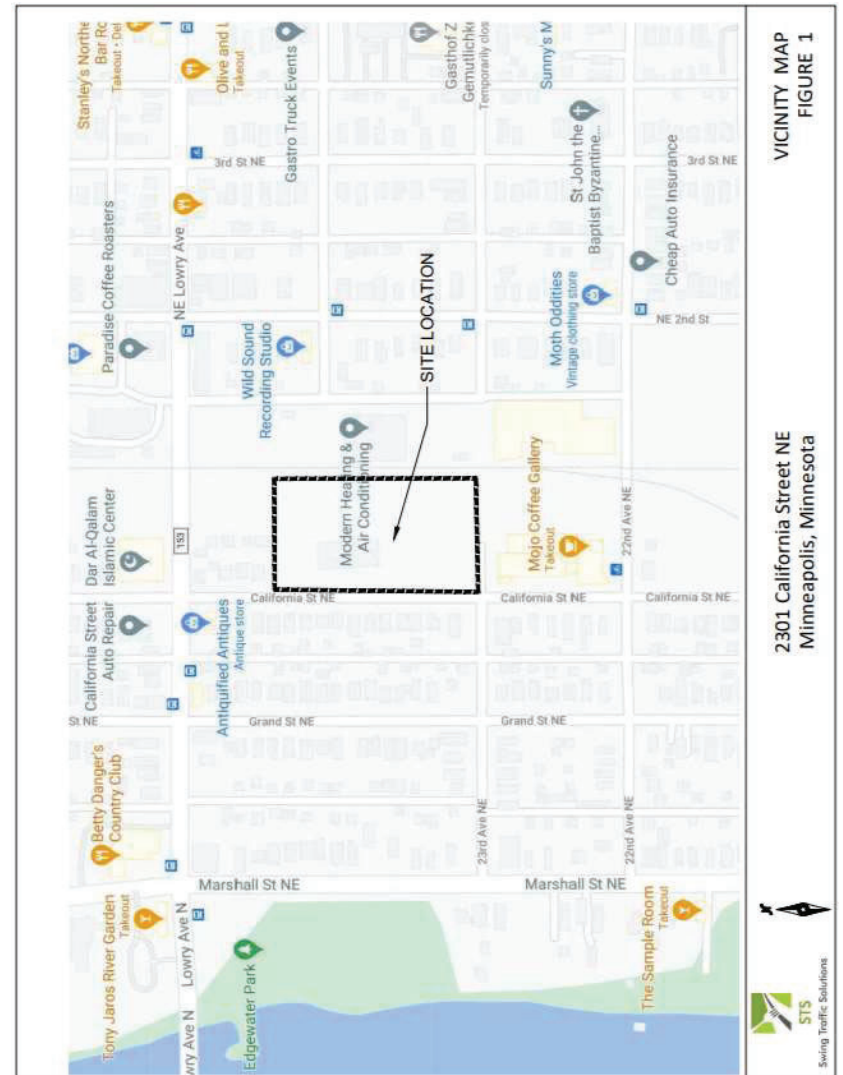
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1.0 INTRODUCTION

LS Black Development, LLC proposes to construct a mixed use development in the Bottineau Neighborhood of Minneapolis, at 2301 California Street NE. The site is approximately 2.59 acres in size and is located on the north east corner of 23 Avenue NE and California Street NE (See Figure 1, Vicinity Map).

The development will create 164 residential units and 13,400 square feet of light industrial space by constructing a new building on the lot. Access to the site is planned via an extension of 23rd Avenue NE to a surface parking area which also allows access to interior parking. The interior parking will provide 107 spaces and the surface parking to the east of building will include 77 spaces for a total of 184 spaces. In addition to the parking access on the east side of the building there are several pedestrian accesses available along California Street NE. Figure 2 illustrates the current site plan.

This TDMP will identify alternative transportation options in the vicinity of the site, will discuss the parking and site generated traffic, and will include strategies to encourage the use of these alternative modes.





2.0 PEDESTRIAN, BICYCLE AND TRANSIT CONSIDERATIONS

The proposed development's location on California Street NE to the west and 23rd Avenue NE to the south affords the future residents of the proposed multi-family residential/mixed use development many opportunities for the use of alternative transportation modes. The site is adjacent to roadways with sidewalks, and Lowry Street to the north (about a block north of the site) and 22nd Avenue NE to the south (approximately one block south of the site) have on-street designated bike lanes which connect with the regional trail system including . (See Exhibit 1 on the following page.) The site is located adjacent to transit options on NE Lowry Avenue and nearby 2nd Street NE. (See Exhibit 2.)

The on-street bike routes tie into the elaborate bike trail system of Minneapolis, St. Paul and the suburbs. This system will enable future residents to easily travel to other downtown locations such as the US Bank Stadium, the central business district and Nicollet Mall, as well as venture east to the University of Minnesota area and into St. Paul. There is one Nice Ride Station located one block to the south of the site on the northeast corner of the intersection of California Street NE and 22nd Avenue NE. Nice Ride Minnesota is a non-profit bike sharing program being deployed throughout the Twin Cities and is an available strategy to reduce trips.

86 secure bicycle stalls will be provided within the parking garage on Level 1 of the building for use by residents, and additional outdoor racks with 10 spaces will be provided for residents, guest and employees of the light industrial use. Bicycle amenities for residents including a tuning area are also to be provided.

Sidewalks exist along the public streets that are adjacent to the project site. These sidewalks provide pedestrian access to the robust sidewalk and pedestrian trail network in the Bottineau Neighborhood of Minneapolis. It is noted, the development will improve the site conditions for pedestrians along California Street NE, by providing enhanced streetscape and lighting and by providing sidewalk along the north side of 23 Avenue NE. The building will include a light industrial use on the north side with pedestrian access from California Street NE and from the shared surface lot located to the east of the building. Each public street right-of-way adjacent to the building will have a wide sidewalk and ample boulevard width.

There are transit opportunities around this site. Approximately two blocks to the east of the development there is a transit stop at corner of 2nd Street NE and 23rd Avenue NE, and about one block to the north there are stops along NE Lowry Avenue. Table 1 lists the routes that are within a quarter mile of the site.

Table 1
Transit Routes Serving 2301 California Street NE

ROUTE #	TYPE OF SERVICE	DESTINATIONS	WEEKDAY	MIDDAY SERVICE w/ ≤ 30 MIN HEADWAYS	SATURDAY	SUNDAY
11	Local	Columbia Heights to S. Minneapolis	4:30 a.m. – 1:30 a.m.	Yes	4:30 a.m. – 1:30 a.m.	5:30 a.m. – 1:30 a.m.
32	Local	Robbinsdale to Rosedale	6:00 a.m. – 10:00 p.m.	No	7:30 a.m. - 10:00 p.m.	7:15 a.m. - 9:00 p.m.

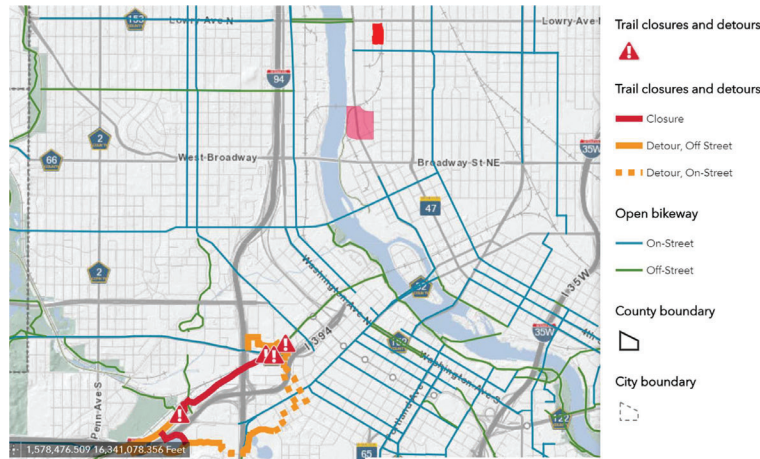


Exhibit 1 – Bicycle Routes

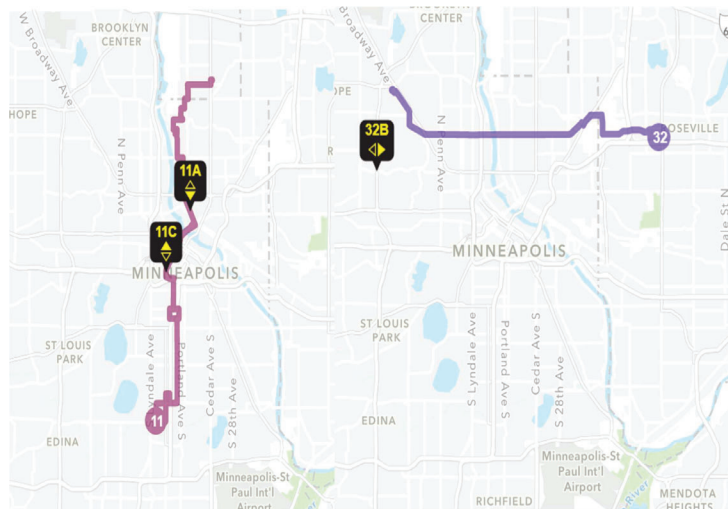


Exhibit 2 – Transit Routes 11 and 32

3.0 PARKING CONSIDERATIONS

Parking demand is anticipated to be accommodated on-site. The development is planned to include 164 residential units and approximately 13,400 square feet of light industrial space, and will provide 184 parking stalls, 107 in the interior parking garage and 77 on the surface lot to the east of the building.

Parking requirements for the site have been calculated using the City of Minneapolis Zoning Code requirements for Off-Street Parking, as found in Chapter 541, Off-Street Parking and Loading. The site is located in I1 Zoning within the Bottineau Neighborhood. Per section 541-170, Table 541-1, the residential component is required to provide a minimum of 1 space per dwelling unit, and the light industrial use is required to provide 1 space per 1,000 square feet of space. Table 2 summarizes the parking requirements.

**Table 2
Estimated Parking Requirements per City Code**

Land Use	Units	Required Spaces from Table 541-1	Off-Street Parking Provided
Apartments	164 Units	164	164
Light Industrial	13,400 sf	13	20

The proposed 2301 California Street NE development is providing 184 parking spaces, exceeding the minimum required 177 spaces for the proposed uses. Bicycle parking requirements were also reviewed. Table 3 outlines the minimum bicycle parking required by the City of Minneapolis for this development, per City Code 541, Table 541-3.

**Table 3
Bicycle Parking Requirements per City Code**

Land Use	Units	Required Bicycle Spaces from Table 541-3	Number of Bicycle Stalls Being Provided
Apartments	164 Units	82	93
Light Industrial	13,400 sf	2	3

The proposed development will satisfy City Code and provide sufficient bicycle parking on-site.

Loading Space

The loading requirement for the proposed 164 residential units is one small loading space. The loading requirement for the proposed 13,400 SF of light industrial use is one large loading space. The project will include 1 large loading space within the surface parking lot. Loading activity for the light industrial use will occur during non-peak times.

4.0 TRAFFIC CONSIDERATIONS

Table 4 summarizes the trip generation estimate calculated for the proposed 2301 California Street NE development using the Institute of Transportation Engineers' (ITE's) Trip Generation Manual, 10th Edition. The numbers shown reflect statistics from general urban/suburban multi-family mid-rise residential developments, Land Use Code (221) and assume 100 percent occupancy of the units, as well as light industrial, Land Use Code (110).

Table 4
Trip Generation Estimates – Proposed Land Use

Land Use	ITE Code	Size	AM Enter	AM Exit	PM Enter	PM Exit
Mid-Rise Residential	221	164	15	44	44	28
General Light Industrial	110	13.4	8	1	1	7
Total New Trips			78		80	

Swing Traffic Solutions analyzed the intersections around the 2301 California Street NE site, and assessed for traffic operational performance. Intersections analyzed include:

- California Street NE and 22nd Avenue NE
- California Street NE and NE Lowry Avenue

To understand the impact of site-generated traffic, No-Build operations at these intersections were reviewed. The traffic estimated to be generated by the uses identified in the proposed site plan was then added to the roadway network. Operations at the intersections were again reviewed and compared to the No-Build conditions. The results of the operational analysis show that the addition of site-generated traffic has a negligible impact on the operations of the local roadway network. A full traffic impact study detailing the methodology and results of the analysis has been completed and is attached as Appendix A.

5.0 TRAVEL DEMAND MANAGEMENT STRATEGIES

A. City of Minneapolis Transportation Goals

The City of Minneapolis has developed Transportation Policies from “Minneapolis 2040”. Key goals of the Minneapolis 2040 plan include:

- Eliminate disparity
- More residents and jobs
- Affordable and accessible housing
- Living wage jobs
- Healthy safe and connected people
- High quality physical environment
- History and culture
- Creative, cultural and natural amenities
- Complete neighborhoods
- Climate change resilience
- Clean environment
- Healthy, sustainable, diverse economy
- Proactive, sustainable, diverse government
- Equitable civic participation system

B. City of Minneapolis Transportation Policy Points

The following policy points for transportation are identified in the Minneapolis 2040 plan to enable the City to attain its stated goals:

- Transportation and Equity: Ensure that the quality and function of the transportation system contributes to equitable outcomes for all people;
- Environmental Impacts of Transportation: Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles;
- Complete Streets: Plan, design, build, maintain, and operate the city’s transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use;
- Pedestrians: Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation;
- Bicycling: Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation;
- Transit: Increase the frequency, speed, and reliability of the public transit system in order to increase ridership and support new housing and jobs;
- Public Realm: Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment;
- Pedestrian-Oriented Building and Site Design: Regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use;
- Skyways: Improve the Skyway system that connects buildings Downtown;
- Street Grid: Restore and maintain the traditional street and sidewalk grid;

- **Freight:** Accommodate freight movement and facilities in order to support the local and regional economy;
- **Development Near METRO Stations:** Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating;
- **Coordinated Development Strategy:** Coordinate the development of housing, businesses, and infrastructure in geographic areas where a district-wide approach has the greatest opportunity for achieving Minneapolis 2040 goals;
- **Shared Mobility:** Position Minneapolis to benefit from upcoming changes to vehicle ownership models while supporting a shared use mobility network;
- **Innovations in Transportation and Infrastructure:** Support the development and deployment of new transportation technologies that positions Minneapolis to benefit from these advancements;
- **Transportation Partnerships:** Create and seize opportunities to identify and achieve shared goals, responsibilities, and participation while leveraging funding opportunities with regional partners or others making investments in the city;
- **MSP Airport:** Ensure Minneapolis-Saint Paul International Airport is efficient, connected, and environmentally sound;
- **Vision Zero:** Eliminate fatalities and severe injuries that are a result of crashes on City streets by 2027;
- **Affordable Housing near Transit and Job Centers:** Create more affordable housing near transit and job centers;
- **Cultural Districts:** Strengthen neighborhoods by prioritizing and accelerating economic development, public transit, and affordable housing policies, practices, and resources to protect the racial diversity and uplift the cultural identity of the city's areas where a significant portion of the population is comprised of people of color, Indigenous people, and/or immigrant (POCII) communities;
- **Freeway Remediation:** Recover and repurpose space taken by construction of the interstate highway system in Minneapolis and use it to reconnect neighborhoods and provide needed housing, employment, greenspace, clean energy and other amenities consistent with City goals;
- **Innovation Districts:** Establish and support Innovation Districts to employ district-scale infrastructure and systems and to implement flexible policies and practices that allow for experimentation and innovation consistent with City goals;
- **Place-based Neighborhood Engagement:** Strengthen the City's robust neighborhood-based community engagement system to ensure that it effectively and equitably builds people's capacity to organize to improve their neighborhoods.

C. Goal of the Travel Demand Management Plan

To succeed, this Travel Demand Management (TDM) plan must assist the City of Minneapolis to achieve their transportation goals. Based on previous TDM Plans in the area and the types of proposed land uses, the following mode split goals for the project have been identified by the developer:

**Table 5
Mode Split Goals**

Mode Split	Goal
Auto	40%
Transit	40%
Bike/Walk	20%

The owners and/or TDM Liaison will work to achieve a mode share goal percentage of 50% non-single-occupant-vehicles for the residential development.

D. Specific Travel Demand Management Strategies

This section outlines specific Travel Demand Management strategies to be implemented by the owner/end user/property manager/etc. of this site. The strategies detail the responsibilities of the site's responsible party in addressing the issues regarding transportation cited above. LS Black Development, LLC and their successors, by accepting the responsibility of implementing the items below, desire to help Minneapolis to achieve their goals of enhancing the local transportation system. Implementation of the items noted will help to encourage use of alternate modes of travel, enhance pedestrian friendliness, and achieve a balance in the needs of all users of the transportation system. LS Black Development, LLC and their successors specifically commits to the implementation of the following measures:

General

1. The owners and/or property managers of the development will appoint designated TDM Liaisons to coordinate the various TDM strategies that require ongoing attention. The responsibilities of the TDM Liaison would include upkeep of transit information and other communications, carpool program coordination, and administration of a shared car program.
2. The owner/TDM Liaison of the mixed-use building will maintain commuter information in common areas for residents/guests and the light industrial employees including items such as transit schedules, Metro Transit commuter/carpool program information (Rideshare and the Guaranteed Ride Home), and bicycle/pedestrian commuter information or maps.
3. Assemble and disseminate a move-in package for all new residents. The move-in package will include all the pertinent information on travel information such as parking, alternate modes of travel, bus routes and bike routes.
4. Each resident will also be provided a link to the Minneapolis Transportation Management Organization's Commuter Connection webpage, <http://www.commuter-connection.org/>, that provides a host of links to transit, biking, LRT, rideshare and walking opportunities in the Bottineau area of Minneapolis.

Transit/Carpool

1. Residents will be informed of Met Transit's "Go-Card" passes for hassle-free transit. The link <http://www.metrotransit.org/passes-go-to-cards.aspx> will be provided to residents at move-in, along with a pre-loaded Go To card of 10 dollars.

Bicycles

1. 85 secure bicycle stalls will be provided for the residents of 2301 California Street NE and 1 secure bicycle stall will be provided for the employees of the light industrial user. Additionally, outdoor racks with 10 spaces will be provided near the entrance to the building on California Street NE. Bicycle amenities for residents including a tuning area are also to be provided.

Deliveries

1. Owners/property managers shall develop and maintain a policy that encourages truck and service deliveries to occur outside of peak traffic times. This would not include FedEx/UPS-type deliveries.

Parking

1. No residential parking spaces shall be sold to anyone who does not own or rent property in the development. No residential parking spaces within the development will be sold to the general public.
2. Residential parking will be leased to the resident at a rate separate from the monthly rent. Excluding the monthly cost of leasing residential parking stalls from the monthly apartment rent is believed to be an effective way to reduce overall residential parking demand.
3. Adequate parking is provided by the developer. The developer and property manager are aware of the parking conditions on nearby streets may change at the discretion of the City of Minneapolis. The developer or building owner/manager (and Building residents and employees) will not be allowed to create or join any existing or future Critical Parking Area.

Resident Surveys and TDMP Plan Status Reports

1. With the assistance of Commuter Connection, conduct a statistically valid baseline resident commuting survey with the first 6 months after 50% occupancy of the site. Continue to conduct this survey every two years after that, for ten years or until the TDM Plan mode split goals are achieved.

**TRAVEL DEMAND MANAGEMENT PLAN
2301 CALIFORNIA STREET NE
MINNEAPOLIS, MN**

PLAN APPROVAL

LS Black Development, LLC

By: _____ Dated: _____
LS Black Development, LLC

Minneapolis Community and Economic Development Department

By: _____ Dated: _____

CPED Director

Minneapolis Public Works Department

By: _____ Dated: _____

Allan Klugman, Traffic Operations Engineer

APPENDIX A TRAFFIC IMPACT STUDY

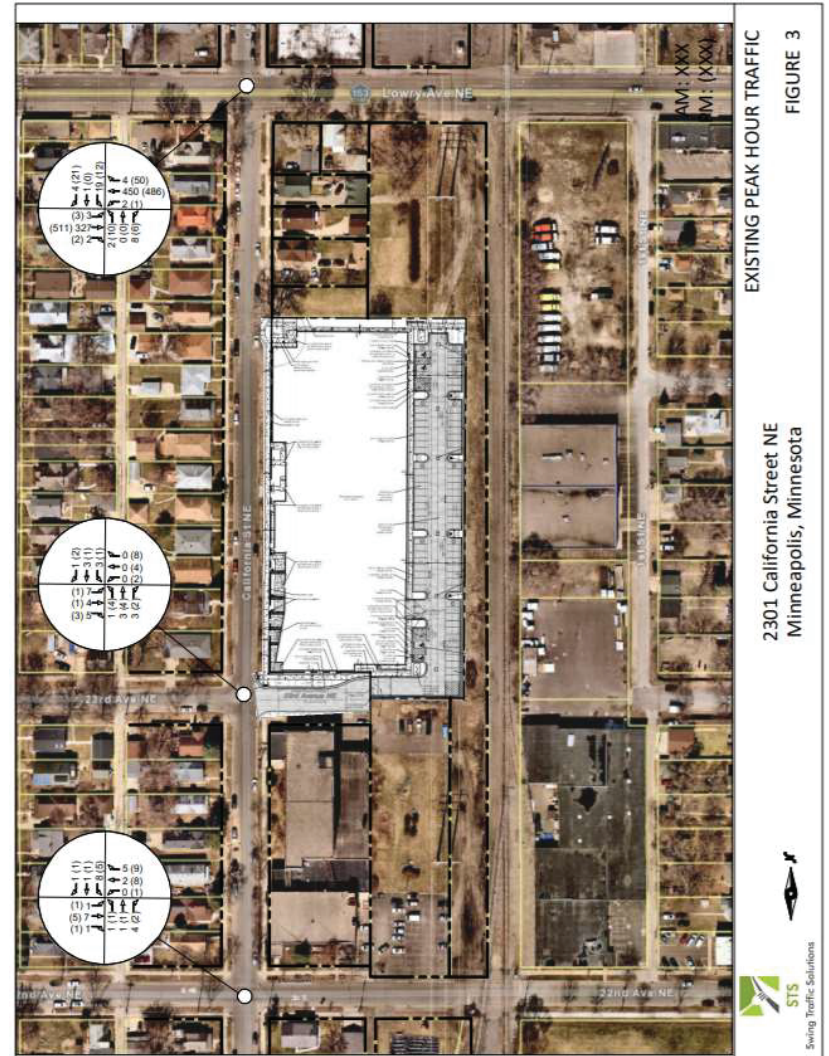
A-1. EXISTING TRAFFIC CONDITIONS

A. Data Collection

Traffic volumes were analyzed at the following intersections adjacent to the 2301 California Street NE development:

- NE Lowry Avenue and California Street NE
- California Avenue NE and 22nd Avenue NE

In addition to the intersections listed above, the future site access from 23rd Avenue NE to California Street NE was also accounted for. The traffic volumes at the intersections were estimated based on the historical counts at NE Lowry Avenue and Grand Street NE, NE Lowry Avenue and 2nd Street NE, and 2nd Street NE and 20th Avenue NE. Figures 3 illustrates the estimate No-Build AM Peak Hour and PM Peak Hour turning movement traffic counts.



A-2. NO-BUILD ALTERNATIVE

To address the impacts of a development on the surrounding roadway system, it is necessary to first analyze traffic conditions that are present on the roadway system without the inclusion of the proposed development. In this case the estimated existing conditions were analyzed.

A. Operational Analysis Methodology

Traffic operations for peak hour conditions within the study area were analyzed using the industry-standard Synchro/SimTraffic 11 software package, which uses the data and methodology contained in the 6th Edition, Highway Capacity Manual, published by the Transportation Research Board. The software model was calibrated using existing conditions before being used to assess future conditions.

The operating conditions of transportation facilities, such as traffic signals and stop-controlled intersections, are evaluated based on the relationship of the theoretical capacity of a facility to the actual traffic volumes on that facility. Various factors affect capacity, including travel speed, roadway geometry, grade, number and width of travel lanes, and intersection control. The procedures describe operating conditions in terms of a Level of Service (LOS). Facilities are given letter designations from “A,” representing the best operating conditions, to “F,” representing the worst. Generally, Level of Service “D” represents the threshold for acceptable overall intersection operating conditions during a peak hour. The Chart below summarizes the level of service and delay criteria for signalized and unsignalized intersections.

LOS Designation	Signalized Intersection Average Delay/Vehicle (Sec.)	Unsignalized Intersection Average Delay/Vehicle (Sec.)
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

The acceptable threshold for a particular movement at an intersection depends on both the priority assigned to that movement and its traffic volume. In general, the higher the priority and the higher the traffic volume, the more stringent the acceptable threshold will be. For example, the acceptable threshold for a high-priority/high-volume suburban movement might be “C,” while LOS “F” on a low-priority/low-volume urban movement might be appropriate. For side-street stop-controlled intersections, a key measure of operational effectiveness is the side-street LOS. Long delays and poor LOS can sometimes result on the side street, even if the overall intersection is functioning well, making it a valuable design criterion.

A final fundamental component of operational analyses is a study of vehicular queuing, or the lineup of vehicles waiting to pass through an intersection. An intersection can operate with an acceptable level of service, but if queues from the intersection extend back to block entrances to turn lanes or accesses to adjacent land uses, unsafe operating conditions could result. The 95th percentile queue, or the maximum length of queue with a 5% chance of occurring during the peak hour, is considered the standard for design purposes.

B. Results of Analysis; No-Build Scenario

The existing roadway infrastructure, in terms of roadway cross sections and intersection control, has the capacity to support the current traffic. Tables 6 and 7, which summarize the results of the No-Build operational analysis, include the LOS for each study area intersection. The complete operational analysis output is available upon request.

Table 6
Results of No-Build Analysis – AM Peak Hour

Intersection	Level of Service ¹	Notes/95 th Percentile Queues ²
NE Lowry Ave & California St NE	a/b (sb)	SB queue is forecast at 46 feet
23 rd Ave NE & California St NE	a/a (eb)	EB queue is forecast at 30 feet
22 nd Ave NE & California St NE	a/a (nb)	SB queue is forecast at 25 feet

- Overall LOS reported from SimTraffic delay calculations. First letter represents intersection LOS, while second letter represents worst LOS of individual approach. Lower case letters indicate unsignalized intersections.
- 95th percentile queues are a result from an average of 10 SimTraffic simulations.

Table 7
Results of No-Build Analysis – PM Peak Hour

Intersection	Level of Service ¹	Notes/95 th Percentile Queues ²
NE Lowry Ave & California St NE	a/b (sb)	SB queue is forecast at 43 feet
23 rd Ave NE & California St NE	a/a (eb)	WB queue is forecast at 33 feet
22 nd Ave NE & California St NE	a/a (sb)	SB queue is forecast at 33 feet

- Overall LOS reported from SimTraffic delay calculations. First letter represents intersection LOS, while second letter represents worst LOS of individual approach. Lower case letters indicate unsignalized intersections.
- 95th percentile queues are a result from an average of 10 SimTraffic simulations.

Results of the analysis contained in Tables 6 and 7 indicate that all study area intersections are operating at an acceptable overall LOS for the No-Build conditions. The 95th percentile queues are managed within the existing infrastructure without impacting turning movements at adjacent intersections.

A-3. BUILD ALTERNATIVE

A. Site-Generated Traffic

2301 California NE will include a mix of multi-family residential and light industrial space and is expected to be completed in 2021 and fully occupied by 2022. Table 8 summarizes the trip generation estimate calculated for the proposed 2301 California Street NE development using the Institute of Transportation Engineers' (ITE's) Trip Generation Manual, 10th Edition. The numbers shown reflect statistics from general urban/suburban multi-family mid-rise residential developments, Land Use Code (221) and assume 100 percent occupancy of the units, as well as light industrial, Land Use Code (110).

Table 8
Trip Generation Estimates – Proposed Land Use

Land Use	ITE Code	Size	AM Enter	AM Exit	PM Enter	PM Exit
Mid-Rise Residential	221	164	15	44	44	28
General Light Industrial	110	13.4	8	1	1	7
Total New Trips			78		80	

As shown in Table 8, the proposed 2301 California Street NE development is forecast to generate 78 new trips during the AM peak traffic hour and 80 new trips during the PM peak traffic hour.

B. Trip Distribution and Assignment

The distribution of site-generated traffic from and to the adjacent street system was based on distribution patterns within the study area. The estimated trips from Table 8 were assigned across the study area roadway network. Figure 4 illustrates the AM and PM trip assignment on the network. These trips were combined with the No-Build peak hour volumes to represent the 2022 Build volumes. Figure 5 illustrates the 2022 Build AM and PM Peak Hour volumes through the study area.

C. Results of Analysis: Build Scenario

This section contains the results of the Build intersection operational analyses and provides recommendations for mitigating project-related traffic impacts, as necessary. A summary of the results from the analysis representing the 2022 Build conditions are presented in Table 9 for the AM Peak hour and Table 10 for the PM Peak hour.

Table 9
Results of 2022 Build Analysis – AM Peak Hour

Intersection	Level of Service ¹	Notes/95 th Percentile Queues ²
NE Lowry Ave & California St NE	a/b (nb)	SB queue is forecast at 45 feet
23 rd Ave NE & California St NE	a/a (eb)	WB queue is forecast at 48 feet
22 nd Ave NE & California St NE	a/a (nb)	SB queue is forecast at 40 feet

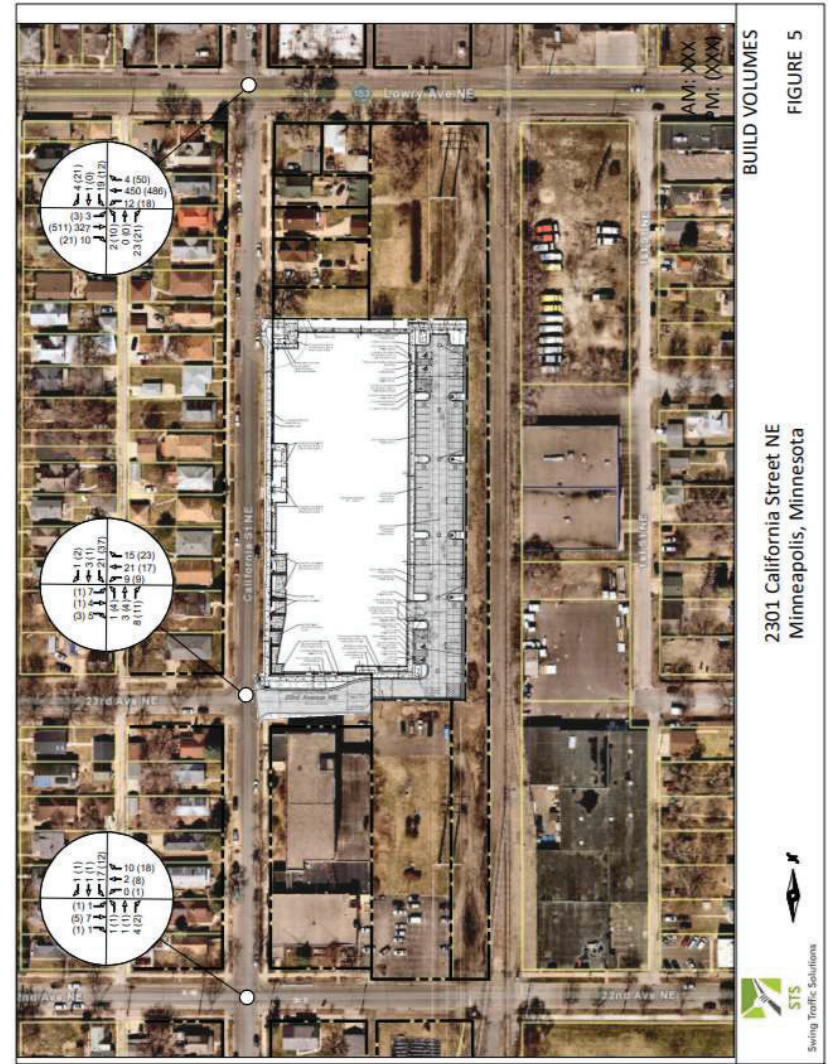
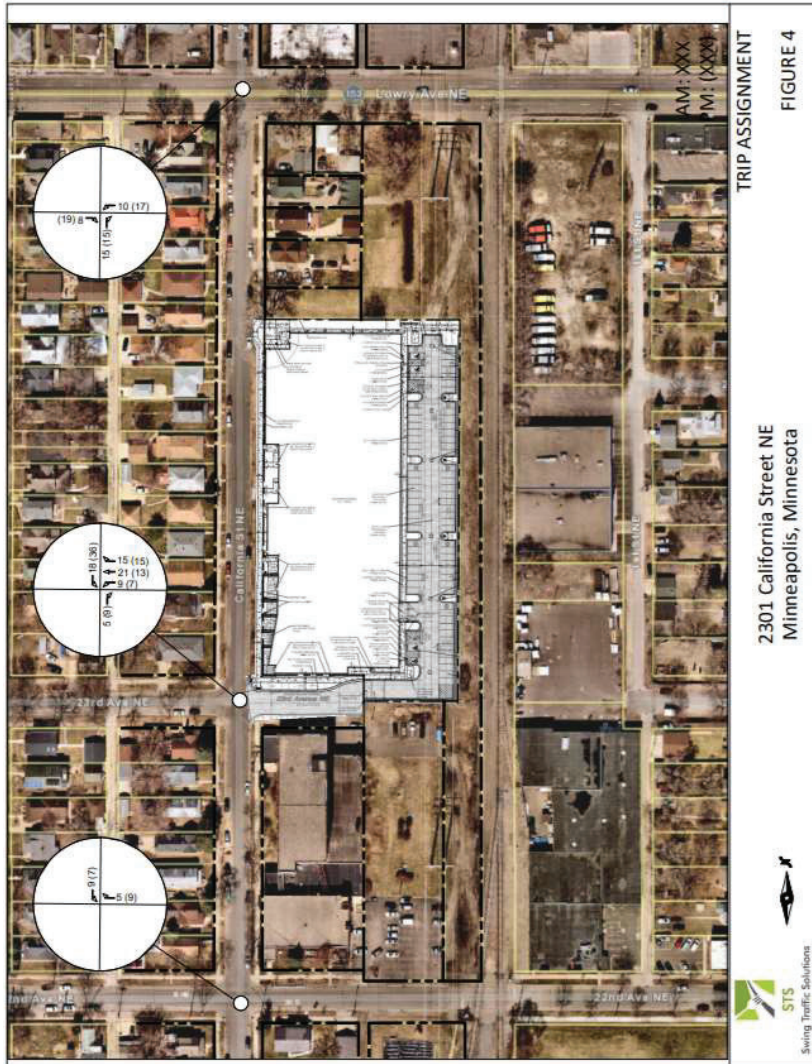
- Overall LOS reported from SimTraffic delay calculations. First letter represents intersection LOS, while second letter represents worst LOS of individual approach. Lower case letters indicate unsignalized intersections.
- 95th percentile queues are a result from an average of 10 SimTraffic simulations

Table 10
Results of 2022 Build Analysis – AM Peak Hour

Intersection	Level of Service ¹	Notes/95 th Percentile Queues ²
NE Lowry Ave & California St NE	a/b (sb)	SB queue is forecast at 44 feet
23 rd Ave NE & California St NE	a/a (wb)	WB queue is forecast at 48 feet
22 nd Ave NE & California St NE	a/a (sb)	SB queue is forecast at 37 feet

- Overall LOS reported from SimTraffic delay calculations. First letter represents intersection LOS, while second letter represents worst LOS of individual approach. Lower case letters indicate unsignalized intersections.
- 95th percentile queues are a result from an average of 10 SimTraffic simulations.

Results of the analysis of the 2022 Build conditions for the proposed 2301 California Street NE mixed-use residential development summarized in Tables 9 and 10 indicate that all study area intersections are projected to operate at an acceptable overall LOS with the addition of site-generated traffic. Again, the 95th percentile queues are accommodated within the existing infrastructure without impacting turning movements at the adjacent intersections.



A-4. CONCLUSIONS

The preceding analysis has evaluated the potential traffic impacts of the proposed development of the Duffy 2301 California Street site into multi-family residential units with the ground level dedicated to light industrial use, on the operations of the study area intersections surrounding the site in the Bottineau neighborhood of Minneapolis.

Two scenarios, a No-Build and a Build scenario were analyzed and compared to assess the development's impact of vehicular traffic to the roadway system. The Proposed Plan consists of a 164 residential unit building with approximately 13,400 square feet of light industrial space on the ground level and is located in the northeast quadrant of the California Street NE and 23rd Avenue intersection. Access is proposed via an extension of 23rd Avenue NE to the east then into a surface parking area east of the building. The surface lot will also provide access to an internal parking garage.

Development of the Proposed Plan is expected to generate 68 new AM Peak hour trips and 80 new PM Peak hour trips on the study area roadways. Results of the operational analyses indicate that under the No-Build and Build scenarios, all study area intersection will operate acceptably. Further, with all the bicycle, pedestrian and transit opportunities present in and around the site, vehicular trip generation will remain low.

From: [neekol J](#)
To: [Smith, Mei-Ling C.](#)
Subject: [EXTERNAL] Plan 11552
Date: Tuesday, September 22, 2020 5:44:08 PM

I live directly across from where this building proposal is and I do not want a six story industrial living Place here. This is a quiet residential neighborhood. I would no longer have privacy in my own back yard because I'm sure six stories up you can see it. It will disrupt our quiet neighborhood with noise, traffic and problems with parking. It also would make home life for me and my family less enjoyable. This is not the place for an industrial living overlay. Please don't let this happen. It would ruin our peaceful home. Sincerely, Neekol Jensen my address is 2400 California street. Please feel free to email me.

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

From: [Patricia Canney](#)
To: [Fletcher, Steve](#); [Smith, Mei-Ling C.](#)
Cc: [bna](#); [Jennifer Young](#)
Subject: [EXTERNAL] Comment re: 23rd California St NE Proposed LS Black
Date: Saturday, September 26, 2020 10:10:39 AM

Dear Council Member Steve Fletcher and City Planner Mei Ling Smith,

I am a resident of the NE riverfront neighborhood (2nd St and 1st Ave NE) and a 20+ year tenant-artist in the California Building. I love the creative, ethnic, business diversity of NE. I love the fact that a 100 yr old industrial bldg is creative hub, with a farm garden across the street and railroad tracks in my backyard. I have watched the neighborhood grow, I have been a part of it as a 20 yr member of NEMAA and participant of Art-A-Whirl.

I support increasing population density, bike, transit, walkability, and NE has long been the "poster child" with its mix of single family and multi unit housing coexisting side by side with commerce and industry. (I was a 28 yr resident of "old Southside" neighborhood with its one house per lot "red lined" neighborhoods and NE is so much more interesting!)

BUT this new proposed housing complex directly north of the Calif Bldg is appalling! I agree with all the points Jennifer Young makes in her letter.

- the truck traffic at the California Bldg Loading dock which is also their front entry... crazy!
- they are providing ZERO green space for their residents.... clearly relying on the fact that our green space is right next door!! Or maybe they think the rail road tracks are the new playground!!!

Quoting Jennifer Young's letter: "I'm asking you to please deny the zoning changes for the LS Black to allow an industrial living overlay in an I-1 zoning for this development and to also deny their variance requests to allow this development to build any higher than 4 stories at this site and to provide scarcely little production space. This one should go back to the drawing board."

*I would invite you to make a little road trip to visit my studio.... please don't just look at maps. Grab a coffee at MOJO and come up and take a look at the site from my 4th floor windows and envision what this giant behemoth of a project with nothing but brick and cement and asphalt right UP to the property line would look like.
Call or text anytime. I'll be there!!*

Respectfully,

Patricia Canney

612-387-6225

patty@pacanney.com OR pacanney@gmail.com

Studio Open by appointment in the California Building

2205 California St. NE #406
Minneapolis, MN 55418

@pacanney on social media
Find links on www.pacanney.com

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

From: [Carl Oltvedt](#)
To: [Smith, Mei-Ling C.](#)
Cc: [Jennifer Young](#)
Subject: [EXTERNAL] Apartment Proposal
Date: Sunday, September 27, 2020 10:06:58 PM

Mei-Ling,

Thank you so very much for your call back to me on Friday. I am following up about my concerns regarding the large apartment complex proposal for the open space north of the California Building located at 2205 California Street N.E. I am very concerned about the increase in population density, traffic and resulting parking congestion with the number of units proposed, as well as with the added stress connected in the additional light industry included in the lower floor of the plan. I have my studio located in the California Building, where I have been since October of 2015. It is most often a quiet area, with artists and small businesses focused on creative work with the intent of furthering the development of what each can offer to the community at large and continuing his/her own future growth. I fear that the addition of such a large complex with the tremendous increase in the surrounding population density will have a dramatic and negative impact on the existing environment. With the proposal, it is clear that there will be an enormous stress on parking and access to the existing surrounding residential properties and the businesses in the California Building, which I don't feel is fair or appropriate.

I ask that the request for this plan be denied.

Sincerely,
Carl Oltvedt

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

California Building Company
2205 California Street NE, #100
Minneapolis, MN 55418

Mei-Ling Smith, Senior City Planner
Department of Community Planning & Economic Development
250 S 4th Street, Room 300
Minneapolis, MN 55415-1385

September 28, 2020

Re: 2301 California Street NE & 78 23rd Ave NE

Dear Mei-Ling Smith, and The City Planning Commission,

As an adjacent neighbor this site, as well as resident of Minneapolis, we are opposed to the rezoning, conditional use permits, and variance request of the property 2301 California St NE and 78 23rd Ave NE as proposed.

We respectfully ask the Planning Commission to deny the zoning changes, conditional use permits and requested variances on this parcel. We are not we are anti-growth, we are enthusiastic supporters of smart, planned urban development that is consistent with goals of the Bottineau Neighborhood Association, community and the City. We have specifically supported many other developments in the Bottineau neighborhood including 3 affordable housing projects, one at 18th and University NE, Bottineau Commons, another affordable housing project called Bottineau Lofts at the former East Side Neighborhood Services/Northeast Neighborhood House at 19th and 2nd Street NE, the 3rd and most recent Common Bond Housing project on Lowry and Marshall St NE and also the new home of East Side Neighborhood Services, Inc, a community social service center, at 1700 2nd Street NE. In all 4 cases, the developments are properly located on existing commercial / community corridors. The Bottineau Commons is a 4 story affordable housing project, the Bottineau Lofts is a re-use of a 3-story community center/settlement house turned affordable housing, and Common Bonds project is mainly a 4 story low income/affordable/market rate mixed use building with a stepped back 5th story. We also supported the River Run affordable housing project in neighboring Sheridan Neighborhood. In every case, these developments had developers that worked in concert with the community and neighborhood organization to meet the needs of the community. Sadly, that cannot be said for this applicant.

Our reasons to deny the requested zoning changes & variances for this project include:

1. The rezoning and included variance requests to allow this project as proposed would create spot-zoning.
 - a. The land is zoned I-1.

- b. The site is mid-neighborhood and mid-block.
- c. The site is not a commercial corridor, not today and not in the 2040 plan.
- d. The adjacent land to the north (on the east side of California Street NE) is zoned R2-B and there are 5 - 1 and 2 story homes directly north of the site on the same (east) side of California Street NE.
- e. The land across California Street NE to the west is zoned R2B on 22nd & 23rd and California Street NE. There are 23 - 1, 1.5 and 2 story homes across the street from the proposal on 23rd and 22nd and California Street NE
- f. The adjacent land immediately south of the proposal on the east side of California Street is zoned I-1, is occupied by the California Building Company, home to 85 artist studios since 1980. The use of the California Building is production space, metal working and artist studios. The building operates daytime and evening shifts. The shipping and receiving dock is on the north side of the California Building at 23rd Ave NE and there is active trucking use of 23rd Ave NE between California Street NE and the loading and truck parking area. The placement of 164 residences, presumable families with children in the 2/3 BR units abutting our land, will create conflicts for the ongoing industrial uses on our land and effectively limit the value of our existing I-1 zoning rights.
- g. Adding a 6 story, 164-unit residential building mid-block/mid-neighborhood on a residential street is completely out character with the surrounding neighborhood. The proposed site is mid-block and mid-neighborhood in a neighborhood where nearly all the residential land is zoned R2B. According to a housing analysis done in 2007, by Greg Corrandini, Research Assistant, University of MN on behalf of the Bottineau Neighborhood Association, most of the housing stock in the neighborhood are Folk Victorian/American architecture (62.7%), 1 or 2 story blue collar housing, with 21.5% Bungalows most being 1.5 stories.
- h. The proposed project is not in scale with existing interior neighborhood industrial or mixed use buildings. The massing of the proposed 6 story development, height (87'), width (168'6"), length (426') grossly outsizes anything in the interior of the Bottineau neighborhood. All existing mixed use and industrial structures are smaller, and shorter with nearly all office, mixed use and industrial structures being 1-3 stories. The only exception of a mid-neighborhood building taller than 3 stories is the tower section of the historic California Building (built 1915) which is 6 stories. However, the tower of the California Building at 60' wide by 156' long which is 1/3 the size of the proposed project.
- i. The proposed project does not respect the historical significance of existing structures. The proposed lack of setbacks and green space of the project create an effective 87'x168'x426' wall to the north of the California Building and the sightlines and view sheds of the historic structure will be lost. The California Building, 2205 California Street NE, has historical significance to the neighborhood and city. The Mead and Hunt study, prepared in 2004 for the City of Minneapolis, note the California Building, built as the Minnesota Fibre Bottle Company Building in 1915 and recommend it for both local and National historic designation.
- j. The proposed project is not in scale with existing interior residential neighborhood with historical significance. The same 2004 Mead and Hunt study

also identified the residential neighborhood bounded by Lowry Avenue NE on the north, the south side of 22nd Avenue NE, Marshall Street NE on the west, and California Street NE to the east, as an area of significance and integrity within a context of worker housing in the City of Minneapolis and stated the area deserves additional study for possible historic designation.

- k. The proposed project does not mitigate the conflicts between proposed 164 new residential uses and existing industrial (production) uses at the neighboring site.
 - l. This residential project and its massing and scale belong on a commercial corridor and or community corridor and is better suited to Marshall Street NE, Lowry Avenue NE, University Avenue NE, or 2nd Street NE.
 - m. The proposed project is outside of the Lowry Avenue Community Corridor. Minneapolis Plan for Sustainable Growth, 2009 encourages the development of low to medium density housing on Community Corridors to serve as a transition to surrounding low-density residential areas. More intensive residential development should occur at primary intersections where it is compatible with the existing character.
2. The proposed project does meet the goals of the Bottineau Neighborhood Association to add more owner-occupied homes. Bottineau Neighborhood Association's small area plan lists the community's desire for more owner-occupied housing. According to the 2010 Census, Bottineau has 727 housing units, with roughly 270 of those owner-occupied.
3. The proposed project does not provide outdoor play/green space for the children that will live in the project. The California Building has green space surrounding our site and we're very concerned that the children will want to play on our land and cut through our land and through our loading/trucking zone to reach the Bottineau Park. We have always struggled with children using our beautiful glass windows as rock-throwing target practice, some years needing to replace dozens of window glass. Children need structured outdoor positive play space not only to help them grow into happy adults but to keep them from taking up unsafe activities. And, it is unreasonable to not provide an outdoor safe space for children next to an industrial facility where inevitably, children will play at the next nearest space. Furthermore, the proposed site abuts and active rail line which is also a natural children play area if nothing structured is provided.
4. The proposed project will create shipping & receiving conflicts at the California Building. The project has proposed their main pedestrian entrance as well as vehicle parking egress/ingress adjacent to the California Building's shipping/receiving/loading area and truck parking areas. The loading dock at the California Building receives large trucks that while parked at our dock, extend into 23rd Avenue NE. The traffic proposed on 23rd Avenue NE for project's 164 residential units and 13,000 SF of production space will impact the businesses in the California Building ability to ship/receive and create parking/shipping delays for both sides of the street.
5. The proposed project is zoned I-1. Residential use in the existing I-1 zoning is prohibited. The developer does not have a right to expect that a residential project will be allowed. The new 2040 plan shows future land use as Production Mixed Use. Production Mixed Use designations allow residential uses as part of mixed use buildings *that provide production space*. The proposed

project is first and foremost a residential project, that is offering only 5% of the built project (roughly 13,400 SF) as production space. The 2040 plan is brand new, providing only 5% of the built project as production space is a stretch of the definition of mixed use project and does not meet the spirit of this new designation which allows residential uses to be a part of a mixed-use production space project. In fact, the project doesn't even align the 13,400 SF of production space with the I-1 zoned land to the south, to the contrary, they positioned the production space on the north side of the development adjacent to existing land zoned R2B.

6. The proposed Production space within the project is 20% of the first-floor built area, which is too low in a production mixed use project. The first floor of the project includes 67,273 SF divided as follows, Mixed Use Production 13,400 SF, Residential 4,996 SF, Amenity 7,895 SF, Parking 40,982 SF. If the requirement under the 2040 plan in Production/Mixed Use areas, is to require a minimum of 50% of the first floor as production space, this project does not meet that standard. The developer told the community the parking area did not need to be included in the first-floor calculations. This logic does not meet the spirit or intent of mixed use production areas and the need to continue to provide production spaces within the city. To carry out an extreme example, if a developer proposed 100% parking on the first floor, 0% Production Space would be required/offered. Further, this project falls within the Northeast Minneapolis Arts District where loss of production space threatens the affordability, longevity and sustainability of the Arts District which is a cultural and economic asset to the City. This project as proposed is not maximizing the potential contribution of new production space to the Northeast Minneapolis Arts District (**Policy 29** Arts and Creative Spaces, Venues, and Districts: Ensure growth and sustainability in the creative sector economy by providing artists, creative workers, and cultural organizations with the resources and support they need to create and thrive. The City will seek to accomplish the following action steps to ensure growth and sustainability in the creative sector economy by providing artists, creative workers, and cultural organizations with the resources and support they need to create and thrive. **Action a**, Explore strategies to retain buildings that offer artists and creative workers access to flexible and affordable spaces, spaces that serve unique production needs, and proximity that allows for interaction and learning from one another.) (**Policy 55** Business Innovation and Expansion: Promote and support business creation, innovation, entrepreneurship, and expansion. Action step h. Align City policies and resources toward attracting and retaining businesses with low negative community impacts and high positive community impacts that provide a high density of quality jobs or otherwise significantly enhance the vibrancy of the regional economy.)

The Northeast Arts Action Plan, 2002, states goals for the Northeast Minneapolis Arts District are to Establish affordable arts production and studio space with relatively stable rents, available for at least 10 years, for artist' use only. Production space within the Northeast Minneapolis Arts District should be maximized for artist uses.

7. Insufficient road infrastructure for the project. The residential streets of 22nd Ave NE, 23rd Ave NE and California Streets NE were not built to handle the dramatic increase in traffic from an additional 120-200 cars per day that will occur if the rezoning for this project is permitted. Pedestrians, bikes, cars and trucks will all struggle to cross the intersections at 23rd and California Street NE and 22nd and California Street NE. 22nd Avenue and University Avenue already doesn't function well. There is no stop and go light at 22nd Avenue and University Avenue NE. Cars and pedestrians struggle to turn and cross this intersection to enter the

neighborhood to reach the residences, businesses and public amenities such as the Bottineau Park and the parks on the Mississippi River.

8. The height of the project is inappropriate for the neighborhood. The neighborhood has no 6 story residential projects in the entire neighborhood. The proposed project does not match the surrounding interior residential neighborhood of 1, 1.5 and 2 story residences and 1-3 story commercial/industrial buildings. The current zoning I-1 allows for a maximum height of 4 stories. Matching the character of the interior neighborhood location would suggest a low-rise stepped development of 2.5 stories (or 1 story stepped to 3 stories) to respect the existing character of the surrounding interior neighborhood.

9. The project's proposed setbacks do not match the existing residential Bottineau neighborhood. According to the Housing Analysis study done in 2007, by Greg Corrandini, the average setback of all residential buildings, multi-family and mixed use housing have an average setback of 18'6" – with 50% of the setbacks between 15' and 25'. The project is proposing front yard setbacks on California Street of 2'0", 5'8", 19' and the small plaza on the north end of roughly 50'. A majority, 60+% of the project setbacks are less than the neighborhood average on the California Street face which is not in character for the neighborhood's 15'-25' setbacks.

10. The Bottineau Neighborhood Small Area Plan does not support this project on this location. Their plan states that low (2 family to less than 20/dwellings units/acre) to medium density (20-50 units per acre) residential developments shall be promoted along the Community Corridors where it is compatible with the existing character of the neighborhood at: Lowry Ave NE, University Ave NE, Marshall Street NE, 2nd Street NE.

11. The project sits within the Northeast Minneapolis Arts District, designated by the City of Minneapolis in the early 2000's (boundaries are 26th Ave NE, Central Ave NE, Mississippi River, Broadway Street NE. I-1 zoned land is valuable to the Northeast Minneapolis Arts District so the area can continue to grow and attract more visual artists, arts organizations, video and photography producers, galleries, movie makers, art schools, industrial arts and trade schools and other production businesses to locate new projects within the City's Northeast Minneapolis Arts District. The area attracts people from all over the world to visit, work, and engage with creative people within the Arts District.

12. Lack of genuine neighborhood engagement.

a. During COVID-19 it is very difficult to make certain all voices are heard. Some elderly neighbors and others with other economic or language barriers as well as those who are internet and technically challenged have no way to attend a ZOOM meeting.

b. No written facts were presented to the neighborhood about the zoning changes/conditional use/variances requested, however they verbally disclosed they would be requesting some. When asked why the developer deserved the zoning change and variances: they said the city has a point system, you can get more information from the city

c. While the developer attended a community ZOOM meeting on September 24, 2020, the reality was the developer was there to tell the neighborhood what they will be doing, not to hear suggestions and work with the stakeholders to make a better fit for the community. The following suggestions were shut down with a statement that we looked

at that and we cannot do it, or it isn't feasible, or it isn't necessary because it's an urban project in an urban neighborhood on an urban site:

- 1) add outdoor play space for the children
- 2) add more green space for the development and community
- 3) build a smaller project, height, width, length
- 4) move the entry to the north side of the project
- 5) add a green roof and/or other green building principals
- 6) break up the massing
- 7) add in house programing for the children that will live here
- 8) add ownership options
- 9) add more production space

13) Corridor 4 / Production Mixed Use Comp 2040 and the Northeast Minneapolis Arts District. Projects that locate within the Northeast Minneapolis Arts District on currently zoned I1 land, and now listed as Corridor 4 or future land use ***Production Mixed Use*** should require that 50% of the entire development or 100% of the entire main floor of the development provide production space. Policy 29 Ensure growth and sustainability in the creative sector economy by providing artists, creative workers, and cultural organizations with the resources and support they need to create and thrive. The implementation of the new 2040 Plan is in its draft stages. As a city, we are still determining how to interpret and implement the new plan. Please consider this land as important vital space for the future growth of the Northeast Minneapolis Arts District and the economic and cultural vitality of the City and require more first floor space be designated to production spaces.

In summary, I respectfully request you to deny the zoning change, conditional use permits and any variances for this project as proposed.

Sincerely yours,
California Building Company



Jennifer Young, President

cc. Steve Fletcher
Bottineau Neighborhood Association

From: [Mariam Slayhi](#)
To: [Jennifer Young](#)
Cc: [Smith, Mei-Ling C.](#); [Fletcher, Steve](#); [bna](#)
Subject: [EXTERNAL] Re: 2301 California St NE & 78 23rd Ave NE proposal
Date: Monday, September 28, 2020 4:09:46 PM

Bottineau Neighborhood Association
2205 California Street #107
Minneapolis, MN 55418

To:
Mei Ling Smith, and The City Planning Commission,

Bottineau Neighborhood is in support of the letter that Jennifer Young has written to you regarding the LS Black site (2301 California st NE).

We formally deny :

- zoning change
- the variance
- Conditional use permit

Best regards,
Bottineau Neighborhood
Mariam Slayhi
President

On Mon, Sep 28, 2020 at 3:49 PM Jennifer Young <jen@californiabuilding.com> wrote:

Dear Mei-Ling Smith, Senior City Planner,
Attached please find my comments relating to the 23rd and California St NE Proposal to be presented to the Planning Commission on October 5, 2020 and my request asking the Planning Commission to deny the zoning changes and conditional use permits for the project as proposed.
Sincerely,
California Building Company
Jennifer Young
cell:612-554-2206

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

From: [Mariam Slayhi](#)
To: [Smith, Mei-Ling C.](#); [bna](#); [Fletcher, Steve](#)
Subject: [EXTERNAL] Fwd: CA Street Development Plan
Date: Monday, September 28, 2020 4:23:26 PM

----- Forwarded message -----

From: **Bottineau Neighborhood** <bna@bottineaneighborhood.org>
Date: Mon, Sep 28, 2020 at 2:56 PM
Subject: Fwd: CA Street Development Plan
To: Mariam Slayhi <mslayhi@gmail.com>

FYI

----- Forwarded message -----

From: **Joyce Lyon** <lyonx001@umn.edu>
Date: Sun, Sep 27, 2020 at 4:40 PM
Subject: CA Street Development Plan
To: <steve.fletcher@minneapolismn.gov>
Cc: <bna@bottineaneighborhood.org>

Dear Steve Fletcher,

I was at the Bottineau Neighborhood zoom meeting. At your invitation, I write to voice concerns about the proposed LS Black development for California Street. I approach from two perspectives: I am a visual artist with a studio in the CA Building and I have a strong interest in successful affordable housing.

I was not familiar with your background before the meeting (I live in St. Anthony Park) but I have now visited your website and am impressed with your proactive commitment to developing affordable housing and to pursuing social justice in general.

My hope is you will pay attention to the objections raised by the Bottineau community. From what I heard these do not stem from self-interest nor a “not in my backyard” position but rather from serious concerns that the project as currently designed is problematic.

I share concern about density (number of units, height and totality of land use). The building is a monolith, closed off to interactions with neighborhood. Equally concerning is total absence of green space—for adults or children. Green space allows neighbors to know neighbors. With 164 units, there could be upward of 200 kids with no outdoor play space. Additionally, plans for major residential access from 23rd Ave side will create congestion and potential hazard because it coincides with the already tight loading zone of the California Building.

Later I wondered who is the intended residential population, beyond income level.

Apartments range from 1-3 bedrooms but I don't believe we saw a breakdown of how many of each. Is this for families, in which case the above concern about provisions for children applies? Or is it for singles/couples and groups of roommates? If the latter, is there an eligibility test and on whose income will the rent be based? "Household" income? Three roommates, each with income of 40% AMI, equals 120% AMI. What would they pay? Are they really the population that needs "affordable" housing?

I recommend an NPR *On the Media* podcast: *The Scarlet E Part IV: Solutions* that considered low income housing nationally: (<https://www.wnycstudios.org/podcasts/otm/episodes/scarlet-e-part-iv-solutions>).

I realize they were talking about lower income housing but there is a through line. They found two elements in the conceptualizing/design of "successful" developments that made a positive difference when sustained: *involving residents in decision-making* and *offering programs for children, including after school, daycare, and tutoring*. Programming would not be the responsibility of the developer (might there be city funds available?) but space for such activities needs to be designated from the outset. In this case, the developer has included "Production Space" in the plan—in the hope of qualifying for a zoning change from industrial to residential—but specific use is so far unspecified. Might some of this production space be used help build community?

I urge you to withhold support for this project unless/until more attention is paid to *human* feasibility, for which there are fewer code requirements than for water management but which is equally crucial.

Sincerely,

Joyce Lyon

Visual Artist, Studio, California Building

Associate Professor Emerita, Dept. of Art, UMN-TC

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

From: dericnegen@hotmail.com
To: [Smith, Mei-Ling C.](#)
Subject: [EXTERNAL] Plan 11552 proposal
Date: Tuesday, September 29, 2020 5:52:41 PM

Good afternoon. I'm writing to you about the petition for the 6 story complex at 2301 California street. I would like to go on record as being opposed to this petition. As I live within 350 feet of the proposed project, I do not want the increased amount of population or the eyesore of a large six story complex on this quiet street. Thank you for your consideration.

Sent from my T-Mobile 4G LTE device

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

From: [Kathryn Behrens](#)
To: [Smith, Mei-Ling C.](#)
Subject: [EXTERNAL] Objection to 2301 California St Building
Date: Tuesday, September 29, 2020 4:31:59 PM

Please stop building these giant buildings in Northeast. The ones already open in the area are not full yet more and numerous more are currently being built. This is not the neighborhood we bought homes in, this is ceasing to be the "arts district", and driving up rents. There is already a giant one going up very close to this proposed site on Marshall and Lowry. These developments are short sighted and do not address housing inequities.

Katie Behrens
2416 Grand St NE

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

1706 3rd Street NE
Minneapolis, MN 55413

Mei-Ling Smith, Senior City Planner
Department of Community Planning & Economic Development
250 S 4th Street, Room 300
Minneapolis, MN 55415-1385

September 30, 2020

Re: 2301 California Street NE & 78 23rd Ave NE

Dear Mei-Ling Smith, and The City Planning Commission,

I am a resident of Bottineau neighborhood and on the Bottineau Neighborhood Association Board. I am writing this letter today to express my disapproval of the proposed development and rezoning of the property located at 2301 California Street NE.

My reasons to deny the requested zoning changes & variances for this project include:

1 The rezoning and included variance requests to allow this project as proposed would create spot-zoning.

a. The land is zoned I-1.

b. The site is mid-neighborhood and mid-block.

c. The site is not a commercial corridor, not today and not in the 2040 plan.

d. The adjacent land to the north (on the east side of California Street NE) is zoned R2-B and there are 5 - 1 and 2 story homes directly north of the site on the same (east) side of California Street NE.

e. The land across California Street NE to the west is zoned R2B on 22nd & 23rd and California Street NE. There are 23 - 1, 1.5 and 2 story homes across the street from the proposal on 23rd and 22nd and California Street NE

f. The adjacent land immediately south of the proposal on the east side of California Street is zoned I-1, is occupied by the California Building Company, home to 85 artist studios since 1980. The use of the California Building is production space, metal working and artist studios. The building operates daytime and evening shifts. The shipping and receiving dock is on the north side of the California Building at 23rd Ave NE and there is active trucking use of 23rd Ave NE between California Street NE and the loading and truck parking area. The placement of 164 residences, presumable families with children in the 2/3 BR units abutting our land, will create conflicts for the ongoing industrial uses on our land and effectively limit the value of our existing I-1 zoning rights.

g. Adding a 6 story, 164-unit residential building mid-block/mid-neighborhood on a residential street is completely out character with the surrounding neighborhood.

The proposed site is mid-block and mid-neighborhood in a neighborhood where nearly all the residential land is zoned R2B. According to a housing analysis done in 2007, by Greg Corrandini, Research Assistant, University of MN on behalf of the Bottineau Neighborhood Association, most of the housing stock in the neighborhood are Folk Victorian/American architecture (62.7%), 1 or 2 story blue collar housing, with 21.5% Bungalows most being 1.5 stories.

h. The proposed project is not in scale with existing interior neighborhood industrial or mixed use buildings. The massing of the proposed 6 story development, height (87'), width (168'6"), length (426') grossly outsizes anything in the interior of the Bottineau neighborhood. All existing mixed use and industrial structures are smaller, and shorter with nearly all office, mixed use and industrial structures being 1-3 stories. The only exception of a mid-neighborhood building taller than 3 stories is the tower section of the historic California Building (built 1915) which is 6 stories. However, the tower of the California Building at 60' wide by 156' long which is 1/3 the size of the proposed project.

i. The proposed project does not respect the historical significance of existing structures. The proposed lack of setbacks and green space of the project create an effective 87'x168'x426' wall to the north of the California Building and the sightlines and view sheds of the historic structure will be lost. The California Building, 2205 California Street NE, has historical significance to the neighborhood and city. The Mead and Hunt study, prepared in 2004 for the City of Minneapolis, note the California Building, built as the Minnesota Fibre Bottle Company Building in 1915 and recommend it for both local and National historic designation.

j. The proposed project is not in scale with existing interior residential neighborhood with historical significance. The same 2004 Mead and Hunt study also identified the residential neighborhood bounded by Lowry Avenue NE on the north, the south side of 22nd Avenue NE, Marshall Street NE on the west, and California Street NE to the east, as an area of significance and integrity within a context of worker housing in the City of Minneapolis and stated the area deserves additional study for possible historic designation.

k. The proposed project does not mitigate the conflicts between proposed 164 new residential uses and existing industrial (production) uses at the neighboring site.

l. This residential project and its massing and scale belong on a commercial corridor and or community corridor and is better suited to Marshall Street NE, Lowry Avenue NE, University Avenue NE, or 2nd Street NE.

m. The proposed project is outside of the Lowry Avenue Community Corridor. Minneapolis Plan for Sustainable Growth, 2009 encourages the development of low to medium density housing on Community Corridors to serve as a transition to surrounding low-density residential areas. More intensive residential development should occur at primary intersections where it is compatible with the existing character.

2. The proposed project is zoned I-1. Residential use in the existing I-1 zoning is prohibited. The developer does not have a right to expect that a residential project will be allowed. The new 2040 plan shows future land use as Production Mixed Use. Production Mixed Use designations allow residential uses as part of mixed use buildings *that provide production space*. The proposed

project is first and foremost a residential project, that is offering only 5% of the built project (roughly 13,400 SF) as production space. The 2040 plan is brand new, providing only 5% of the built project as production space is a stretch of the definition of mixed use project and does not meet the spirit of this new designation which allows residential uses to be a part of a mixed-use production space project. In fact, the project doesn't even align the 13,400 SF of production space with the I-1 zoned land to the south, to the contrary, they positioned the production space on the north side of the development adjacent to existing land zoned R2B.

3. These types of box apartment buildings are getting approved all over the city right now. However, like my letter has stated, they are typically along busy corridors, not shoe-horned into small scale residential neighborhoods. The land being R2B directly across the street, and called interior 2 on the new 2040 plan, 23rd California is interior 4 but it sits across the street from interior 2. Furthermore, Interior 6 (on Lowry) would allow 6 stories however, the land is not Interior 6, and it abuts interior 2 land.

This type of building does not fit the neighborhood at all including the overall height and size.

We have tried working with the current developer. This type of project is freighting to come to our neighborhood. It doesn't fit our history/culture, it has zero natural amenities, it does not create a high-quality physical environment, and will not create a healthy, sustainable, and diverse economy in our neighborhood.

Thank you for taking the time to read my letter. Always feel free to email or call me with questions.

Regards,

Mitch Kall

6123060784

mitchkall@yahoo.com

cc. Steve Fletcher

Bottineau Neighborhood Association

From: [Ray Canapini](#)
To: [Smith, Mei-Ling C.](#)
Subject: [EXTERNAL] Comments for 2301 California Building Proposal
Date: Wednesday, September 30, 2020 10:11:58 AM

Hi Mei-Ling,

My name is Ray Canapini and I'm a homeowner at 2416 Grand St NE directly one block over 2301 California St NE. Below are my comments for LS Black Development's proposal.

Thank You,
Ray Canapini

Too Many Units

- Lowry Ave from Marshall to University region is predominantly single family homes
- Number of units are disproportionately large for the surrounding area to adequately support
- Proposal should drastically reduce number of units and consider replacing with more green space as well commercial

Inadequate Parking

- Proposal does not provide enough parking spaces for residents
- Proposal should include at least 2 spaces for 75% of residents

Added Local Traffic Congestion

- The intersection of Lowry Ave & Marshall St was already a high congestion traffic area prior to new developments
- NE Gateway Housing (128 Units plus commercial) and now California St Housing (164 units plus commercial) can easily add upwards of over 500 new cars into a two block residential area that already has high traffic congestion
- Future Lowry Ave plans are set to be single lane on each side to accommodate for new bike lanes further reducing traffic flow

More Disruption in Quality of Life for Local Residents

- In addition to NE Gateway development, residents will now endure another year of lack of parking, on-going deafening construction and traffic issues
 - For example Common Bonds promised Grand St residents that Frana workers will not be permitted to park around the development. This lasted promise only lasted for a few weeks creating significantly less parking for

local residents

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.